ASHEVILLE NEWS.

VOL. 6—NO 47. ASHEVILLE, N. C., THURSDAY, MAY 3, 1855. WHOLE NO. 297.

A. W. BURTON,

ATTORNEY AT LAW,

And Solicitor of the 7th Judicial Circuit,

SHELBY, CLEAVELAND COUNTY, N. CAROLINA.

WILL practice in the Superior Courts of Law and Equity of Cherokee, Macon, Jackson, Haywood, Henderson, Buncombe, Madison, Yancy, McDowell, Caldwell, Watauga, Burke, Rutherford and Cleaveland. Also, in the Supreme Court at Morganton.

☞Collections of all kinds, including Pension claims, attended to strictly.

Refers to the Judges of the Supreme and Superior Courts of North Carolina.

April 6, 1854.

Z. B. Vance,

ATTORNEY AT LAW,

ASHEVILLE, N. C.

August 25, 1853. 211

David Coleman,

Attorney at Law,

BURNSVILLE, N. C.

March 3, 1853.—tf.

Rankin, Pulliam & Co.,

IMPORTERS AND WHOLESALE DEALERS IN

Foreign and Domestic Staple and Fancy

Dry Goods and Clothing,

131 MEETING STREET,

Charleston, S. C.

WM. D. RANKIN, } P. M. CRAIGMILES,
R. W. PULLIAM, } A. D. SMITH.

Sept. 29, '53.

CHEAP CASH STORE

James M. Blair

Begs leave to call the attention of his friends and the public generally to the fact that he is now receiving and opening in the new brick store house opposite the Eagle Hotel, and recently occupied by Dr. Hilliard as a Drug Store, the most elegant and beautiful assortment of

GOODS

ever offered to the people of Western Carolina.

His stock is all fresh, having been purchased within a few days; and the assortment made up with special reference to the wants and tastes of the people of this section.

His Goods were bought to be sold, and be sold they shall, if there is any efficacy in low prices.—Cash buyers are invited to call and examine his

GOODS AND PRICES,

before purchasing elsewhere.

The usual country produce taken in exchange for Goods at cash prices.

Asheville, January 4, 1855. tf

DR. P. A. WILHITE,

Wholesale and Retail Druggist

ANDERSON C. H., S. C.,

HAS just received, and will keep, constantly on hand, a very large and well selected stock of

Paints, Oils, Varnishes, Brushes, Window Glass, French and American.

Also, Dealer in American, French and English

Chemicals, Drugs,

Perfumery, French Candies, Snuffs, Fine

Tobacco and Cigars.

FANCY ARTICLES AND DYE-STUFFS.

——*ALSO*——

Fine Brandies and Wines,

Sold only for medical purposes.

Merchants and all others can depend upon their orders meeting prompt attention, upon the most accommodating terms.

Physicians and Families can rely on having their prescriptions carefully compounded.

His Goods are selected with great care, and will be warranted as represented.

☞Call at No. 3, Brick Range, one door above Harrison & Broyles' law office.

August 10, 1854.

Ramsay's Piano Store,

COLUMBIA, S. C.

Music and Musical Instruments

NUNNS & Co's Patent Diagonal Grand PIANOS; Hallet, Davis & Co.'s Patent Suspension Bridge PIANOS; Chickerings, Travers' and other best maker's Pianos, at the FACTORY PRICES.

Columbia August 18, 1854—1y

Furniture For Sale.

The undersigned keep constantly on hand at their shop in Asheville, a large quantity of well made and superior finished

Furniture,

of the most fashionable kind, consisting of *Chairs, Cane and Cushioned bottoms and other qualities, Sofas, Bureaus, Guitars, and a number of Violins, Bows and Strings* of the best quality. Those who are desirous of purchasing any article of Furniture of any description, will do well to call and see their assortment before purchasing elsewhere, as they are determined to sell at the very lowest price and on the best terms. J. & J. HILDEBRAN.

BOOTS, shoes, saddlery, hardware, candles, raisins, citron, currants, sugar, coffee, jewelry, iron, nails, leather, castings, and everything else you ever heard of as an article of merchandise. Be sure to call, at the old stand, and see our goods and hear our prices.

SMITH & McDOWELL.

Asheville, April 6, 1854.

READY MADE CLOTHING.

A superb assortment, cheap as any body can sell, now opening at S. & McD'S.

Lincoln Shirting.

The subscribers have on hand a large supply of this popular goods, which will be sold at Factory prices. They are the Agents for the sale of this article, and purchasers can buy of us at wholesale or Retail, on as good terms as it can be had of the manufacturers.

Call and examine it.

SMITH & McDOWELL.

Asheville, Dec. 16, 1852.

Something New!

BE IT KNOWN,

AND let it go forth upon the wings of the wind to every individual in the State of North Carolina that

PULVERMACHER'S

HYDRO ELECTRIC-VOLTAIC CHAINS

are the *only* truly *scientific* remedy by which all *NERVOUS DISEASES* can be *quickly* relieved and *permanently cured.*

Rheumatism, Periodical Nervous Headache, Painful and Swelled Joints, Uterine Pains, Dyspepsia, Paralysis, Sciatica, Pains between the Shoulders, Neuralgia of the Face, Indigestion, Flatulence, Palpitation of the Heart, General Debility, Asthma,

HISTORY.

The Hydro Electric-Voltaic Chains were first introduced in France three years since, by the far-celebrated French Professor Pulvermacher, as an entirely *new* and *novel* mode of applying Electro-magnetism in the *cure of Nervous Diseases*—and after being subjected to the most *thorough trial*, by the first medical men of that city, in every hospital they were pronounced to be the most *efficacious* of any remedial agent yet discovered, for the *rapid relief* and *permanent cure* of the above mentioned diseases and were also recommended to the favor of the French government, who granted a patent in the year 1849. During the years 1850 and '51 they were introduced into Austria, Germany, Belgium, and also patented in these countries, where they not only met with the sanction of almost every learned man of Europe but were brought into general use in every hospital on the Eastern continent, and the *beneficial results* produced in the cure of Nervous Diseases, found to be *astonishing* and *strange*. The Chains were first introduced in this country one year since, in the city of New York, where their *fame* had already preceded them. They were at once submitted to a trial in the hospitals of that city, by the celebrated Professors Valentine Mott, Post Van Buren, Carnochan, who readily discovered that they certainly possessed *extraordinary* power in the treatment and cure of Nervous Diseases, and at once advised their *general use* throughout this country, by publishing their opinions in a pamphlet which may be obtained (gratis) of any of the advertised agents in the state.

THE SALE AND DEMAND

has been *unparalleled* since their first introduction, and not *one person* can be found that has expressed himself dissatisfied with their use, and in no instance have they *failed* to perform what they claim to. They are so constructed, as to be worn next to the skin, upon the part diseased, and by simply moistening them with common vinegar, a constant current of *uninterrupted Electro-Magnetism is produced*, which supplies the *exhausted* Nervous System with that essential Fluid which is the source of so much pain and suffering.

IN FEMALE DISEASES

they are rapidly taking the place of all *Nostrums* taken into the stomach, for they neither *sicken* nor *disgust*, and can be used at all times with the most perfect safety. They are equally applicable to adults and children, and will last for years with no danger of getting out of repair, and can be sent by mail to any part of the United States.—Price of Chains $3 and $5, accompanied by a pamphlet of 36 pages, giving a *clear* and full account of the mode of use. The Chains may be seen on exhibition at the Crystal Palace, New York, where they attract great attention from the learned and scientific.

CAUTION TO LADIES.

Ladies who are *enciente* are requested not to use them, for by so doing unpleasant results frequently follow.

The Electric Chains are for sale in all the principal cities in the United States. SMITH & McDOWELL, only Agents for Asheville N. C.

JOSEPH STEINERT.

General Agent, 568 Broadway, N. Y.,

August 10, 1854.

Gentlemen's Furnishing Department.

A man, by calling on us early, can be fitted out and out, from a shirt collar standing at an angle of 45 degrees, to a pair of high heeled socks. Call at once, and the thing shall be *did*.

SMITH, BAIRD & VANCE.

Dec. 14, 1854—tf

Those Interested Will Read This Notice.

We are under the pressing necessity of saying to those indebted to us, that we must have money; and if payment is not made by the 1st of January next, we will be under the necessity of forcing collections.

RANKIN & PULLIAM.

Oct. 20, '53.

Hats and Caps.

A magnificent assortment of fashionable HATS and CAPS; consisting of

Silk, fur, and Brush Hats; every kind and color of Soft Hats; Plush, velvet, cloth, and military Caps,

are now opened at the cheap cash store of

JAMES M. BLAIR.

Asheville, January 11, 1855. tf

New Goods! New Goods!

JAMES M. BLAIR

IS now opening a large and elegant assortment of SPRING GOODS, suited to every class of customers. He would respectfully request the

Ladies

to call, before making their summer selections, and would particularly invite their attention to his beautiful silk tissues, berages, muslins, ginghams, &c.

THE GENTLEMEN

will find it to their advantage to examine his varied styles of *Ready Made Clothing*—coats, pants and vests; his summer dress goods, drab'detes, Italian cloths, linens, drills, and vestings. Also, his

HATS,

Silk, Panama, chip, straw, and leghorn.

His fine SHOES, BOOTS, & GAITERS, will compete with any ever before offered in this market. His large assortment of

SADDLERY

has been selected with unusual care.—All cheap for cash. All he asks is a call, for he feels assured every one must be pleased, both with his goods and prices. He WILL sell, as his motto is, "quick sales and short profits."

His friends will remember that he takes all kinds of country produce, at the highest prices—chickens, turkeys, ducks, butter, eggs, &c. April 12—tf

THAT COMMISSION HOUSE OF TINLEY & HERRON'S,

CHARLESTON, S. C.,

THE only house doing business in that city, that *actually had any experience* in Receiving and Forwarding of Goods previous to the South Carolina Railroad quitting the business in July last, is still *open for the Receiving and Forwarding* of all kinds of goods, wares, merchandise, machinery, produce, &c.

If you want your goods forwarded without the vexatious delays and enormous expense bills paid the last season, and at the same time have your business done in such a manner that somebody *will be made responsible* for the damaged and lost packages; consign them to TINLEY & HERRON, who have Received and Forwarded all Goods consigned to them during all the past season without any extra charge over those established rates as given below, and up to this time have not encountered a solitary complaint.

Our Mr. Herron was Clerk of the Receiving and Forwarding Department of the South Carolina Rail Road Company for the past seven years, and is perfectly familiar with all their books, freight tariffs and rules of shipment, both by rail roads and vessels, together with the mode of proceedure to secure damages and pay for lost articles from other parties, the proper steps of which will be taken in all such cases without *loss or delay* to the owners. Another important advantage is that his thorough knowledge of all freights and rules of shipment enables him to instantly detect and correct any overcharge in the Bills of lading, which in all cases has to be done at that time, or *be lost to the owner*, in many instances greatly exceeding the commissions we charge. He was also raised in Charleston, is perfectly acclimated and free from the contagions of that city, therefore we will under all circumstances faithfully discharge any business entrusted to us.

All produce such as Wheat, Flour, Corn, Corn Meal, Bacon, Lard, Butter, Eggs, Cotton, Rice, Rye, Oats, Hay Tobacco wool, Feathers, Beeswax, Potatoes, Onions, &c., consigned to us, will be promptly sold and the proceeds returned without keeping the money a *few months* to speculate upon; for we wish it distinctly understood that we engage in no speculation whatever, all that we want is our commission, as follows:

For Receiving and Forwarding all ordinary packages of goods 10 cts; large packages of furniture and machinery, charges according to responsibility. Iron and steel in loose bars, 10 cts per hundred lbs., and storable for advancing freights and charges 2 1-2 per cent, which you can save by depositing the money with us for selling produce 2 1-2 per cent. We will also fill all orders in this market making the best selections for our patrons, at 1 1-2 per cent. TINLEY & HERRON.

Charleston, Jan. 1st, 1855.

We beg leave to refer to the following gentlemen:

Rev. Thos. W. Atkin, Maj. M. M. Gaines, Asheville.

P. D Gates, 12 Broadway, New York.

Col. James Gadsden, Charleston.

John Caldwell, President of S. C. Rail Road.

Thos. Waring, Auditor " " " "

John King, Agent " " " "

Hyatt, McBurney & Co., and J. S. & L. Bowie & Co., Charleston.

W. B. A. Ramsey, Secretary of State; A. R. Crozier, Comptroller of Treasury, and M. M. Swan, Nashville, Ten.

French & Van Epps, and J. J. Bryant, Chattanooga.

Q. A. Tipton, Railroad Agent, and merchants generally Louden, Tennessee.

N. Gammon & Son., T. J. & C. Powell, Craighead and Deaderick, Knoxville, Tennessee.

W. & T. Harris, Inman & Hamilton, Branner & Mitchell, Fains & King, Dandridge, Tenn.

☞The Greenville, S. C. Mountaineer, Athens, (Ga.) Watchman, and Charlotte, N. C., Democrat, will each copy one year, and forward bill to T & H.

Carriage Making, Repairing and Blacksmithing.

TRIPLETT & SMITH,

HAVE formed a partnership for the purpose of Carriage making and repairing, in their numerous departments. All descriptions of vehicles made to order, and kept constantly on hand. They have the very best of workmen and materials, and their customers may rely on *good* and *fine* work of all kinds. They do not expect to succeed in business by clap trap and humbuggery, and will, as heretofore, turn off none but *first rate* work.

Repairing done with despatch.

Horse shoeing and blacksmithing executed in a superior manner.

Prices as low as any other establishment, North or South, and all work warranted.

ELIAS L. TRIPLETT,
JAMES SMITH.

Asheville, May 18, 1854.

N. B. A good wood workman, and a painter and trimmer, wanted immediately.

Wool Wanted.

We want to buy ten thousand pounds good clean washed Wool, for which we will pay goods at very low prices.

W. D. RANKIN & CO.

May 26, '53.

Ready Made Clothing.

Received and for sale, a large lot of *Ready Made Clothing*. Call and see at

W. D. RANKIN & Co's.

Oct. 20.

Wide Awake, Know Nothing, and Young America Hats, together with Plush caps, and other styles, compose a part of the large stock of goods to be found at

SMITH, BAIRD & VANCE'S.

Dec. 21, 1854.

SHAWLS, SHAWLS!

At prices ranging from 25 cents to $6. New, beautiful, and lower than last winter.

SMITH, BAIRD & VANCE.

Dec. 14, 1854. tf

Boots and Shoes.

Gentlemen's water proof sewed Boots, Ladies' Gaiters and Buskins; children's walking shoes and slippers; ladies and gentlemen's Overshoes; a very superior article of

Cork Soles,

from the well known establishment of Miles & Son. For sale at the cheap cash store of

J. M. BLAIR.

January 11, 1855. tf

Receiving and Forwarding

GOODS.

We will receive and forward Goods of all kinds at ten cents a package.

SMITH & McDOWELL.

Asheville, Oct. 7, '52.

BLANK WARRANTS

For Sale at this Office.

FIRST IN TOWN!

SMITH & McDOWELL

HAVE just received and are now opening the heaviest and best assortment of Spring and Summer

GOODS,

they ever brought to this market, and one which for richness and variety cannot be surpassed in the South. They were bought for cash, and are offered at prices which cannot fail to please every customer. We do not deal in humbuggery, and when we say we can sell goods cheap, we mean what we say. We invite our old friends and customers, and the public generally, to call and look through our stock, and examine our prices,

April 6, 1854.

MINERALOGY,

Assaying, Civil and Mining

Engineering, and Surveying.

THE subscriber is prepared to devote special attention to the above branches, and the application of Chemical Analysis thereto. Persons interested in MINING are invited to consult him for information or instruction in regard to the most recent and valuable methods of conducting the same.

Assays of Gold, Silver, Lead, Copper and other Mineral Ores, executed with punctuality and dispatch.

Assay specimens of one or two ounces, with a remittance of $5 00 for each Assay may be sent to the subscriber by mail. Metallic Ores tested by the most speedy and accurate process at $2 00 for each specimen.

WM. BEAL, A. M.

Murphey, N. C., January 4, 1855. 1y

SMITH & McDOWELL

Have a few of the finest bonnets ever seen in this market—ranging from $5 to $10.—Call and look at them, whether you buy or not. April 7.

THE FLOATING BALLS;

OR,

Knuckle Washing Machine.

HOLLINGSWORTH'S PATENT.

THE undersigned takes the liberty of announcing to the citizens of Western Carolina, that he has recently purchased the right of the above patent for 20 counties, embracing the west as far down as Rowan and Cabarrus; and believing in the Bible maxim that "cleanliness is next to godliness," has made arrangements to have a large number made at Asheville, and will at other county towns, where they can be had for Ten Dollars each, with the right to use it for life, and will sell the right to one or more counties, on terms which will enable the purchaser to make a large sum of money.

The novelty of this invention consists in the employment of two hundred **Balls of Wood** one inch and a half in diameter, of sufficient buoyancy to float in the water, and when brought in contact with the linen or clothes perform the process of washing, by a constant varying and yielding rubbing pressure. The box is two feet high, two feet long, and one foot wide, and the handle used by the washer plays up and down with a sash attached holding the clothes in the water amid the balls; and they do the **Washing.** Two hundred of them constantly at work, instead of ten knuckles. The washing is done with two suds, the first tepid, and the second boiling water—no battling nor boiling is required—it washes the largest table, as well as bed linens, as thoroughly as shirts and collars, and all much cleaner than human hands can, without the slightest damage to the clothes—never breaking off a button, or doing the most gauze-like material the slightest injury. A girl ten years old can wash six shirts in three minutes.

If not all the diseases to which Females are subject are brought on by bending over wash-tubs—feet wet, arms alternately thrust to their elbows in hot and cold water—a large majority of them are. There is no exposure so prolific of Female disease, as washing. Men know nor care nothing about the toils and hardships to which their wives are every week exposed, over the washing-tub.—Many of them are brought to an early grave from this very exposure, without either the husband's or the exposed wife's knowing the origin and true cause of their sickness and death.

This box is fixed upon wheels, and may be rolled anywhere, and the washer is never exposed to cold water at all, nor to hot, except wringing the clothes. A personal inspection of this extraordinary invention, will at once convince every one that it is no humdug, but a machine of the greatest utility ever yet discovered, and just the invention the world has always wanted, and its introduction and universal use in this country, will in the end prove an inestimable blessing to every human being, whose task it is to work for themselves or others.

The undersigned has purchased it for no other reason than its unprecedented utility, and the benefit it will confer upon the Female world around him, whose toils and hardships he has so often witnessed with the deepest regret and mortification, and the additional reason of its great saving of time and labor to the families of the country. A half grown girl can perform the task as well as a full grown woman, and that too, without sustaining any of the injuries incident to the old mode, such as blistering, chopping, and bleeding fingers, doing a week's washing with this machine, by a ten year old girl, is among the lightest tasks involved in the daily routine of household duties. The working of the handle, is the most beneficial and healthful exercise to strengthen the arms, chest and loins, and well adapted to the development of the chest and lungs, and in my judgment, the most successful and powerful preventive of consumption and lung diseases; the person standing erect and the motion of the arms all the while perpendicular; all necessity for boiling is superseded, and the absurd practice of battling or pounding entirely done away. Those who desire to treat their wives and daughters (or even servants) as human beings, and not as brute animals, I know will patronise this great invention. The highest evidence of civilization, is the respect and care men show to woman; for wherever in the world true christianity is felt, woman is elevated, and where it is not felt, woman is invariably oppressed, and in most instances, made beasts of burden, as said by the poet of old.

She is with us in the city, and with us in the country—in sickness and in health, in adversity and prosperity, "et nobiscum pernoctem."

B. M. EDNEY.

April 19, 1855.—3t.

DISSOLUTION.

The partnership of J. B. Lowenberg & Co. is this day dissolved by mutual consent. J. B. Lowenberg is alone authorized to make settlements.

J. B. LOWENBERG & CO.

Feb. 10, 1855.

2.000 lbs. Eastern Nails, at

SMITH, BAIRD & VANCE'S.

Dec. 14, 1854.

Flour, by the barrel, sack or pound for sale by

W. D. RANKIN & Co.

W. L. HILLIARD, M. D.,

Apothecary & Druggist,

Asheville, N. C.

HAS now, and will keep constantly on hand, a well selected stock of

Pure and Genuine

Drugs, Medicines, Chemicals, Paints, Oils, Dye Stuffs, Painters' articles, Hair, Nail and Tooth Brushes, Fine Soaps, Cologne Water, Hair Oils, Extracts, &c. &c. &c.

Having used care and attention in the selection of his stock, the patronage of the public is respectfully solicited, feeling assured that the quality and prices of his goods cannot fail to render satisfaction to all.

☞Physicians prescriptions accurately compounded at all hours.

Asheville, April 5, '55. tf

GREAT ATTRACTION!!!

New Spring and Summer

GOODS!

THE undersigned are now receiving and opening at their *OLD STAND*, a heavy assortment of spring and summer **GOODS** of the latest and most fashionable styles; and embracing every variety usually kept in a retail establishment in this country.

They deem it unnecessary to enumerate the various articles, comprised within their assortment; or to specify prices;—suffice it to say, that they have been carefully and tastefully selected, by one of the partners in market; and will be sold at a *VERY SMALL* ADVANCE ON ORIGINAL COST.

They flatter themselves that the superior advantages of which they are possessed for purchasing Goods, will enable them to sell as low, if not a **Little Lower,** than any one else; and as you can get at their store any article you may stand in need of, it will be greatly to your advantage, *one and all*, to come, with your Feathers, Rags, Beeswax, Tallow, Hides, &c., &c.; and more important than all, with your pocket books well filled with *CASH*, and make your purchases of them.

To our old friends and customers, we tender our sincere thanks; and respectfully solicit a continuance of the liberal patronage they have hitherto bestowed upon us.

W. D. RANKIN & CO.

Asheville, April 5, '55. tf

Money Wanted.

All persons having notes or accounts with me will do well to call and settle. You will save cost by it, for money I intend to have.

T. C. WINGATE.

Feb. 8, 1855.

Cancers Can Be Cured.

DR. CLOPTON

OFFERS his Professional Services to the afflicted in the Treatment of Cancers, Scrofula, tumors, ulcers, erysipelas, scald-heads, white swellings, pain in the bones or joints, dyspepsia, diseases of the kidneys, syphilis, venerial affections, ringworm or tetter, rheumatism, gout, old sores. From his success in the treatment of these diseases, he feels safe in saying he will turn none away until they are effectually cured, when their general health is not destroyed. He will not require anything until a cure is effected. His treatment is not in the least painful or unpleasant. He will pay half price for *all young negroes afflicted with any of the above diseases.*

I will pay one hundred dollars for every case of Scrofula I fail to cure, when the general health is not destroyed.

Dalton, Ga., April 19, 1855.

N. B.—Dalton is within a few hours drive of those celebrated watering places, Catoosa, Cohuttah, and Gordon Springs. Office one door below C. B. Wellborn's Store, Dalton Georgia.

This is to certify that I had a very painful cancer on my face that extended so far into my mouth that I could eat with no satisfaction, and after trying a great many painful remedies that only aggravated the disease, and made it grow worse, I called on Dr. Clopton of Dalton, Ga., who arrested the disease immediately and in a few weeks my cancer was entirely well. I would recommend all those afflicted with cancers, to delay no time, but place themselves under the treatment of Dr. Clopton, immediately and be cured.

MRS. LUCY HARALSON,
Whitfield County, Ga.

NOTICE.

The undersigned give notice, that any person putting Stock of any kind on their Black Mountain and Balsam Gap lands, without special written permission, will be considered guilty of trespass, and so dealt with by law.

A. G. ANDERSON,
WILLIAM PATTON.

April 19, 1855. 3w

Hardware

WE have the largest stock of Hardware and Cutlery that we have ever had. Give us a call ye blacksmiths, carpenters, waggoners, shoe-makers and farmers, we can supply you with almost any thing under this head.

SMITH & McDOWELL.

For the Ladies.

Now opened and for sale, a very desirable lot of LADIES DRESS GOODS, latest styles.—Also, wool Shawls, of a superior quality.

W. D. RANKIN & Co.

Ladies' Wear.

New and beautiful styles of delaines, merinos, alpaccas, and Persian cloths, at prices from 16 to 62 cents.

—Also—

A splendid assortment of opera flannels for sacks, cloths and trimmings for cloaks, gloves & hosiery.

Also,

A heavy supply of Salisbury flannels, small figured delaines, flowered velvets, linseys and plaid flannels for children, at prices which need not fear competition.

SMITH, BAIRD & VANCE.

Dec. 21, 1854.

WE always keep fine Tobacco and Segars. Call and see for yourself.

Oct. 20. SMITH & M'DOWELL.

Burnsville HIGH SCHOOL.

(Male and Female.)

THE next Session of this Institution will commence on Thursday April 5th.

REV. T. P. THOMAS, A. B., President.

Assisted by competent Teachers in the Male and Female Departments.

Tuition per Session of Five Months:

Primary Department,

Including Spelling, Reading, Writing, Oral Arithmetic, Primary Geography and English Grammar commenced - - $ 5 00

Academic Department,

Including English Grammar, Arithmetic and Geography completed, Natural Philosophy, Astronomy, Physiology, Botany, History, Book Keeping, Elocution and Composition, - - - - - - - - 10 00

Collegiate Department,

Embracing all the studies usually taught in our best Colleges, - - - - - - 15 00

A Contingent Fee of $1 per session will be charged.

Boarding in the best families, or at the hotels, $1-1 50 per week, including all expenses. Students wishing to board themselves can procure house room.

The two Departments, though under the same government, are kept separate. Arrangements are making for a handsome Library and Cabinet of Minerals and Curiosities.

Students charged from the time of entering.

☞Special attention is called to cheapness, health and scenery.

M. P. PENLAND, *Prcs. B. of Trus.*

I. M. BROYLES, *Sec. pro tem.*

Burnsville, March 22, 1855. w8

1 Bale Raw Cotton,

Great for *Comforts*, just received by the people's servants, *SMITH, BAIRD & VANCE.*

Dec. 14, 1854.

"Make the Fur Fly."

WANTED, at prices which will pay,

1,000 Beaver Skins,
1,000 Otter "
10,000 Coon "
10,000 Gray Fox "
10,000 Red Fox "
10,000 Black Fox "
10,000 Wild Cat "
20,000 Mink "
50,000 Opossum "
50,000 Rabbit "
50,000 Muskrat "

Hunters, wake up! bring these things in and give us the first offer, which we think is our right as we buy *all kinds of fur.*

SMITH, BAIRD & VANCE.

Notice.

ALL persons having demands against the Estate of the late Dr. Thomas C. Lester, will hand them in, legally attested, to the Administrator; or in his absence, to his attorney, A. S. Merriman, Esq.; and all those indebted are requested to make immediate settlement.

P. C. LESTER, *Adm.*

April 12, 1855. 4t

Express Line

From Augusta to Ninety-Six, via Edgefield.

THE Stage will leave Augusta every Tuesday, Thursday and Saturday; leave Ninety-Six every Monday, Wednesday and Friday. Passengers by this line can come through in one day from Greenville, S. C., to Augusta, Ga. This will make a Daily Line on the road. Mr. Douglas runs triweekly, so by this route there is no delay. The proprietor will run his large *Hack* mounted on eliptic springs, carrying 12 passengers. Fare through $5. To Edgefield $2.

Seats can be secured at the Eagle and Phœnix Hotel, Augusta; at Nicholas' Hotel, Edgefield; at Ninety-Six at the Hotel; at Greenville, S. C., opposite the Mansion House. All packages and fare must be pre-paid.

Leaves Augusta 8 1-2, a. m. Leaves Ninety-Six on the arrival of the cars from Greenville.—We will wait until the up-train arrives at Ninety-Six.

W. CRAWFORD.

January 4, 1855. tf

Saddlery, of every description, and sole and upper Leather, may be had at low rates of SMITH & M'DOWELL

April 7.

SMITH & McDOWELL,

Dealers in Dry Goods, Hardware, Groceries, Crockery, &c. &c.

Asheville, N. C.

W. D. RANKIN & CO.

Dealers in Dry Goods, Groceries, Hard ware, Crockery, &c. &c.

Asheville, N. C.

SMITH, BAIRD & VANCE,

Dealers in Dry Goods, Groceries, and Merchandise generally;

ASHEVILLE, N. C.

The Last Call.

IT is now near the 1st day of January, 1855, and all persons indebted to us are requested for the last time, to call and make payment. With many we have waited long, and now we are compelled to collect. If payment is not made during the month of January, you may look for your note or account in the hands of an officer. Collect we must. Further indulgence cannot be given. SMITH & McDOWELL.

Asheville, Dec. 21, 1854.

WOOL CARDING.

The subscriber wishes to inform his old patrons and the public generally, that he will be prepared to accommodate all persons wishing to have *Wool Carded*, in good style, and with more promptness than heretofore—having purchased another machine, which will enable him to do twice the amount of carding in the same time that one could do it. Come on, then, with your Wool well washed, picked and greased, and good Rolls will be made every time, if the wool is right.

Terms as usual, 6 1-4 cents per pound for plain wool; 8 to 10 cents for mixing—in cash or wool. The pay required invariably when the Rolls are taken away.

J. S. WEAVER.

Reems' Creek, April 19, 1855.

R. M. HENRY,

ATTORNEY AT LAW

ASHEVILLE, N. C.

The Future of Know Nothingism.

It is the part of wisdom and prudence to have regard to the future. He merits but little consideration who, disregarding great, solid, and enduring principles of action, resorts to shallow shifts and disreputable agencies to secure a present success. The man or the party that so acts, only prepares the way for a future of shame, ignominy, and adversity.

The man who, in a free country like ours, joins a party of which he is ashamed to avow himself a member, shows distinctly that there is something wrong in that party. He shows that he himself thinks so. Such is the case with the Know Nothing party, which professes to be temporary only in its nature.

If its members are ashamed of it now, when it is new and in the full tide of triumph, what will become of them when, exhausted by its convulsive efforts and demoralized by the evil elements that have contributed to give it vitality, it falls to pieces like a rope of sand? In that dark day the young men who have been tempted into it—especially the Democratic young men, who have talent and ambition—would give the world to expunge their names from that fatal roll. But that will be impossible. The roll will stand an enduring monument of blindness, folly, and frenzy.—The order of which we speak will prove the grave of many a politician. Hereafter—and that hereafter is not far distant—the man (this is especially true of Democrats) who shall be proved to have joined the Know Nothings and to have adhered to them until necessity, not choice, forced him to leave, will be a marked man, a doomed politician. Political antecedents know no oblivion—political sins no forgiveness. This will be a new sin, and revolting as new. The Tories of the Revolution, the men of Hartford Convention memory, the blue light Federalists, experienced no more terrible retribution than will be experienced by those of whom we speak.

If insensible to the appeals of common sense and patriotic virtues, they should at least heed the suggestions of selfish interest. They should seek a respite from their frenzy, and think calmly and gravely of their future. They should quit, and quit instantly, a party that in its nature cannot last, that does not aspire to permanence, that raises bubbles only to burst them, and elevates men only to degrade them. They will fare far better in the future by submitting to the proper discipline of a regular, well-ordered, and historical party, than by seeking the fleeting honors of this new and ephemeral order. The rewards of such an organization will be like

"Dead sea fruits, that charm the eye,
But turn to ashes on the lips."

The time will come when those who cling to this order will experience a bitter remorse. It may succeed for a time, but it will soon fall, and when it falls it will crush all within its unhallowed walls. It will be a great political grave-yard.

When the reaction takes place, as take place it must, those who now are jubilant will then be odious. In all the bitterness of remorse they may say, "out damned spot," but that spot will still remain. No penitence, however sincere, will be accepted by posterity. Their sins cannot be "burnt and purged away." For such political sins there will be no forgiveness. The only hope and the only safety are in an immediate abandonment of this new and secret order.—*Washington Sentinel.*

HORRIBLE AFFAIR.—*A Family of Seven Persons Murdered.*—The Wabash (Ind.) Gazette extra, contains an account of the discovery of the bodies of a family of seven persons, near that place, of the name of French, who had been brutally murdered. It appears the family consisted of French, his wife, and five children. They were very poor, and lived in a cabin, and in September last, another family, of the name of Hubbard, went to live with them. During October, a neighbor proceeded to the cabin to see French, and was told by the Hubbards that the family had moved away, and that they had purchased all their corn, garden produce and furniture, valued in the aggregate at not over $50. No suspicion of foul play was aroused, until recently, when the Hubbards were arrested on suspicion of murdering a man named Boyles. The house was then searched, and a portion of the ground floor dug up, which resulted in the finding of the dead body of an infant, very much decayed. The Gazette then, after referring to the summoning of a coroner's inquest, says:

In the presence of a large company they proceeded the examine the place where the infant had been discovered, and, horrible to relate, found seven bodies, consisting of the entire French family! Their skulls were all broken in, and the legs of the old man French and his wife were broken, so that they could be doubled up and forced into the hole, which was three or four feet deep. They were laid in a heap—the father and the mother at the bottom, and the children on top. The babe was about fifteen months old, and the oldest child about fifteen years old. There were three girls and two boys. The children were much decayed, but the parents were still sound, and were easily recognized by those who had known them.

There is not the least doubt that the Hubbards are guilty of this wholesale and damning murder. It is almost too horrible for belief, but facts are as above stated, and the conclusion is irresistable. The Hubbards are all in jail. There seems to have been no other motive than the obtaining what few worldly goods this poor family possessed, which were not worth over *fifty dollars!*

KEEP COOL.—Times are exciting, warm weather is approaching, musquitoes are in the prospect and other insects in the present, men have got wonderfully gnarled and principles ditto, cash is tight and credit tighter, and the man that put his boots to bed the other night and laid himself at his room door to be polished is tightest. In view of this condition of affairs, we counsel the reader to keep cool.

The Washington *Star* says that Louis Napoleon has made large investments in California in the names of others.

Among the laws passed by the New York Legislature, is one making cities and towns liable for property destroyed by mobs.

It is said that there was never any time in the history of criminal jurisprudence in New York city, when the prisons were so full as now.

French Broad Rail Road.

Office of the Spartanburg and Union Rail Road Company.

JONESVILLE, S. C. April 4, 1855.

GENTLEMEN:—Your letter of the 29th ult., was received this morning, by which I am informed, that at a recent meeting of the citizens of Asheville, convened to take into consideration, the charter granted by the last General Assembly of North Carolina, for a Railroad in the Valley of the French Broad, and leading from Tennessee to the South Carolina line; you were appointed a committee to correspond with this and other Railroad Companies of this State, with a view to a resurvey of the mountain section of the proposed road, and for which purpose you solicit the assistance of one of our Engineers.

You also inform me, that an adjourned meeting of the citizens of your section of State, will be held at Asheville on the 9th inst., and you invite me to be present, or if not convenient for me to attend, you ask for an expression of my views on the subject embraced in your letter.

The delay in receiving your letter, has made the notice of your meeting so short that I have to regret my inability to modify my business engagements so as to enable me to attend it. I hope another opportunity may be afforded me to meet you in deliberation upon the important enterprise you have in view, and which I, in common with your people and ours, on both sides of the State line, have so much at heart. To the extent of my authority I will comply with your wishes. I will summon the directors of our company to a meeting, at an early day, and I venture to express the hope, that their action will be as favorable to your wishes as our means and resources will allow. My views upon the subject of your communication, I will proceed to give, as you request, so far as the limits of a letter will permit. I shall present them with diffidence and hope that they may be received for what they are worth only.

I am much impressed with the vital importance of the subject before me, and lament that its discussion has not been assigned to abler heads than mine. But if I be found wanting in strength or argument, I may be pardoned in saying, that in zeal for the successful accomplishment of the great enterprise we have mutually in view, I shall lag behind no competitor.

At the outset, I feel it incumbent upon me to say, as the representative of the Spartanburg and Union Railroad Company, that the said company will enter into no hostile competition, with any other company in this State, who may desire a Railroad connection with your section, or who may be engaged in the great undertaking, to pass the mountain barriers which nature presents, and to effect a Railroad connection between our Atlantic Seaboard, and the valley of the Mississippi.—The field of operation is entensive enough for all, and the inducements for each company to persevere in its own undertaking, are large and ample enough for all. We desire only, that facts, figures and arguments, with the view to a connection of our Road, with the one to which you refer, be fairly and truthfully stated and that our case be thereupon decided upon its merits. Upon this ground and no other, this company will seek a Railroad connection with you, and compete with other companies, for the advantages of that connection; and it is upon this ground alone, that I shall base what I have further to say upon the subject before me. With these preliminary remarks, I proceed to comply with your request.

The Spartanburg and Union Railroad will be constructed to the North Carolina line, in the direction of Asheville. We have chartered privileges to this effect. The road may be deemed a fixed fact, in our social history.—Its construction is demanded by the stern decree of social and political necessity. The work is going on, and will, *must*, go on to its completion. And here the question arises, what consideration has induced the people of Western North Carolina to procure the charter which is the subject of your communication? A social and industrial necessity has prompted them to procure that charter, with the view to subserve great and leading interests, and I now ask, what do you want, and what does that social necessity demand at your hands? The answer is plain. While looking to a Railroad connection with the valley of the Mississippi, you are moved by considerations, perhaps stronger still, to desire a connection, by the same means, with the Atlantic Seaboard, by the shortest possible line. And where is the shortest, cheapest, and most practicable line, over which you must pass, to effect your purpose? Look at the map of the country, constructed from the best authorities and it will be seen that a line, fixed at Columbia, S. C., and extended to Asheville, will, with an inconsiderable deflection only, touch the general course of nearly our whole line of Road, passing by Unionville, Spartanburg village, the Butt mountain pass, Hendersonville to Asheville, and thence to the valley of the French Broad. It would seem then that events have concurred with nature, in pointing out to you this route, as the proper one. My limits forbid me to enter upon the discussion of the availability of the Butt mountain pass, to form a Railroad connection with you. It is not necessary for me to do so, from the fact that you, in a spirit of liberality and fairness, propose a re-survey of the several routes and passes, whose respective claims have heretofore been offered to the public mind, and I will now content myself with the declaration, that the Butt mountain pass has been pronounced, after actual surveys, and upon the highest scientific authority, the cheapest and most practicable pass, for Railroad purposes to be found in the Alleghany chain of mountains, at any point between Pennsylvania and Georgia. I will only add in this connection, that once united with our line of Road, and your way is open, by steam communication, to the Atlantic Ocean at Charleston—the great end and aim, you desire to attain.

I have said you want a Railroad connection with the Atlantic Seaboard, by the shortest possible line, and the shortest possible line between two given points is of course a straight line. And why do you want a straight line, for many of the Railroads in the United States, so far from being made in conformity to this rule, meander like the river, in some degree; take the average course of the arc of a circle, in other cases; or again zig zag, by curves and deflections, of course after the design of the rail fence.

It is not my intention, or design, that this remark, shall be construed literally, but with all necessary qualification. In making it, my object is to show, that the Railroads of this country, have not been constructed with that careful regard to straightness with which they perhaps should have been. In passing over roads thus constructed, the locomotive must often "tack" to make headway, as if the motive which impells it, is wind and not steam. For this departure from the laws of science, I am aware that in many cases reasons which are apparently irresistable, have been, and can still be given. It is not my purpose, either to combat or disparage those reasons. I am dealing with facts only, and speaking of things as they are. But each hour as it passes away, leaves the light of its experience behind it, for our future guidance, and that experience has I think abundantly proved that railroad lines should be laid down not with a view, by a succession of curves and deflections to accommodate a section of country first on one side of the road and then on the other—not upon the periphery of a circle but upon its Radius—in a word, upon the direct line which connects its termini, or at least as near this, as is possible. The railroad system of the world at the present time, constitutes the distinguishing feature of modern civilization. This mighty element is shaping the destiny of civil society, and experience has already demonstrated the fact, that society must in a great measure conform to the railroad, and not the railroad to society. The termini of railroads, constitute the exceptions to the rule. Greece and Rome based their civilization upon their sculptures, temples, monuments, architectural achievements, and the martial prowess of their armies. Profiting by the lessons of the past, and the light which science has shed upon the present age, we base our civilization upon the availability of the laws of nature, to aid in the work of human improvement. While therefore, we still derive profitable knowledge from their literature and aristic skill, we reprobate their fixedness to a given locality, and their slow modes of locomotion; and drawing our mathematical diagram, we demonstrate the problem, which determines the lowest cost and the fewest seconds of time, in which and for which we can *fly* with our effects from one point to another. As we recede from this proposition, we violate the law of science as well as progress, the controlling spirit of the age, and defeat our own purposes and aims. Experience has also proved that the world has not ready money enough, which can be withdrawn from other channels of human wants, to construct the railroads which its social, commercial and political condition demand. In entering upon a new enterprise therefore of the magnitude and importance of that before us, we should begin to profit at the outset, by all past experience. We should economise, alike, in *time*, in distance, in *money, credit*, and *labor*, and seek to make the whole law, whose aid we invoke, available, that human society may derive the greatest benefits, from the means at our command.

To deflect a rail road from the right line which connects its termini, to subserve particular interests, or in obedience to local influences, adds to the cost of construction, increases the distance, and consequently, the time and expenses of the freight and travel, and entails each one of these evils upon the company and country, as a perpetuity. It does more, to the extent of these evils, it defeats the object, and the highest aims of its construction, and for so much, the purposes of the enterprise, remain forever unaccomplished. Let me be understood. I do not say all rail roads *can* be built on the right line, connecting the termini of each, but that they should be made as nearly so as the means at command, and the natural obstacles presented will permit. It is often the true policy to construct a branch road, rather than to deflect the principal line from its general direction, and the patronage of even a considerable section of country or town, is not always a sufficient consideration to relax the rule. To illustrate.

A rail road is to be constructed from A. to B., which in a direct line, are 150 miles apart. But it is located with the view to accommodate particular interests and sections, somewhat removed from the direct line, and which increases the distance 20 miles. The length of the road then is 170 miles. If the average cost of construction be 15,000 dollars per mile, assuminy that the direct route presents as few impediments to the construction of the road, as the one adopted, and the cost of deflection will be 15,000×20=300,000 three hundred thousand dollars. Assuming again, that the annual cost of repairs, of transportation and travel, of this 20 miles of road will amount to 500 dollars per mile, which I think is a fair estimate, 500×20=10,000, and we have an item of ten thousand dollars additional expense annually. One year's interest at 7 per cent on 300,000 dollars, is 21,000, twenty one thousand dollars. These two items of annual expense amount to 31,000, thirty-one thousand dollars, on the 20 extra miles for the first year, without counting the time lost in travel, the cost of travel and freight, the wear and tear of Rolling Stock, &c., all of which must be defrayed at the expense of the company and the country through which the road passes. This is not all. By the deflection from a direct line, the length of the road is increased 20 miles as before stated. One Locomotive Engine to every twenty miles of the road, is far below the real amount of steam power which has been found necessary to do the work of a road, which is beneficial to the stockholders and country. *One more* Locomotive will therefore be required, at a cost of, say $8000. This brings up the expense of the first year to $39,000.

Assuming then, that four up trains, and four down trains, pass over the line of road daily, and it will be seen, that 20x8=160 miles is the daily increase of travel on the road, and 160×365, the later the number of days in the year, and we have for extra travel the first year 58,400 miles, and by adding each years' travel to this sum, as time passes, we have at the end of the second year, 116,800 miles; at the end of the third year, 165,200 miles, and so on, making an amount of extra travel the first three years only, which is more than equal to *seven trips around the earth.*

It is estimated that a Locomotive, as perfect as art can make, will run 95000 miles without repairs, for it can run only while its weakest parts perform their functions. In less than two years, therefore, the aggregate deterioration of eight locomotives, on this 20 miles of road, will be equal to the cost of repairing one—say $2000. Half this amount is the damage of the first year, and which increases the annual expenses to $40,000, to say nothing of the wear and tear of passenger and freight cars, which exceed the rate at which the Locomotive deteriorates; and all these items of expense, become perpetual, besides the periodical necessity, of purchasing extra Locomotives, freight and passenger cars. In addition to this, each passenger, each trip on the road (going and returning) must travel and pay the expense of forty additional miles and each pound and foot of freight must be taxed for an additional twenty miles up freight and so in a corresponding degree, according to quantity, for down freight, and all be subject at the same time to consequent risk, delay and loss of time.

If the above data be modified, so as to apply to the true condition of any given Road, the large item of annual expenses, in repairing and working them, and the "beggarly show of empty boxes," in regard to annual dividends, which we sometimes see exhibited in annual reports, will be no longer a mystery. These data will of course apply to different roads in a greater or less degree, but in many cases, the expense incurred by the increasing the distance by deflections and curves, had much better be expended in overcoming impediments presented upon the direct line, for an expenditure made in that way, not only entails no evils save the first outlay of capital, but would in the end save even that by the increased economy of working the roads, and the Engineer, (and Direction which sustains him) will deserve a monument to his and their memory, who hereafter, reprobating curves and deflections, will boldly set the example of laying down his lines of road, upon the shortest line between the termini, unless prevented by insuperable objects, and appropriating the capital required for the extra distance to the construction of the viaduct and Tunnel if necessary.

I have expressed the foregoing views, not with the expectation, that in the prosecution of the great enterprise before us, they will or can be carried literally into practice, but for the purpose of demonstrating their absolute importance in an economical point of view, and that in practice, the principles asserted should be approximated, as nearly as possible. I have expressed them for the additional purpose of showing, to all impartial minds, that the road I represent, presents the only means by which this important aim can be accomplished.

To you, gentlemen, I know it is unnecessary for me to say anything with the purpose of impressing your minds alive to the importance of your section and ours, of accomplishing the work under consideration. That is a subject that we all understand too well to render new arguments necessary. The social and physical condition of our people on both sides of the Line, which marks the boundary of our respective States, demand that the French Broad Rail Road shall be constructed. Too long already have they been excluded from the social and commercial benefits, which the rail road system of the Union is imparting to other sections of our common country. We on this side the line are especially anxious to be brought nearer in social, political and commercial union, and brotherhood, to the people on your side of the same line, and to whom we are bound by so many ties of interest and affection.

And we deem it fortunate that an opportunity is now presented which will enable us, blending our counsels and efforts, in pursuit of a common object and common aim, to develop alike, the great and almost unequalled natural resources, of both your section and ours. The proposed railroad connection, is the only element wanting to make your country and ours, the most desirable in the world. Too long have your and our people for the want of the means of intercommunication, with the Valley of the Mississippi, the sea shore and each other been compelled to earn, by exhausting toil, and by the use of a little only of their natural means, all that the comforts of life and wants of rising generations demand. Too long have they been doomed to see the choicest productions of their labor, soil and climate, decay upon the spot where they grew, for the want of a market. Too long have their productive lands, their exhaustless minerals, their immense water power,—all the elements which nature has heaped around them in such rich profusion,—our and your beautiful scenery, salubrious air, and brilliant skies, surpassing those of Italy, without the miasma of its campagna, been shut out save in an inconsiderable degree, from, the rest of the world. We should take our departure at once and forever from the disheartening, unnatural and exhausting policy of slaughtering the beast for his peltry only. The Railroad and steam Engine and the iron way to the Valley of the Mississippi and the Atlantic seaboard, will open alike your resources and ours to the energy, enterprise and genius of our people. The great work once accomplished, hope, whose aspirations, have been so long chained down to sterility will brighten around us. Your people and ours will find resources of profit and even wealth, not in the productions of the plow alone, but in our rocks, timbers, minerals, health giving air and water.

The public liberty will in the end want a place to which it can retreat from tyranny and imposture, and your and our mountain lands, will constitute its peculiar and best domain. Christianity itself, demands of us that a way be opened for its heralds—that its altars be multiplied and extended to the last hearthstone of our mountain fastnesses. Who will dare to disobey such commands?

Can the means be obtained to accomplish our aims? I do not for a moment doubt.—The work of human improvement must go on. Civilization must continue its steady march. Mitigation of human suffering and hardship must not be permitted to lag behind in the race. If difficulties present themselves to our view, they must be met and overcome, by increased energy. No great work, which made the age in which it was accomplished, a historic epoch, was ever achieved without difficulty, for that is the law. In all cases where boldness of conception, and energy in execution, have led the van, to elevate the condition of society, the timid have held back, and too often sought to place impediments in the way of success. If these signs appear now, they should give no alarm, for their sources are understood. In an enterprise like this, when individuals have done all in their power, the aid of States must be invoked and they surely will not be invoked in vain. The greatness of the undertaking, to be far greater in its consequences to the fortunes of our people, should not appall us. Its practicability is not debatable. The New York and Erie Rail Road was under construction nineteen years, at a cost of 22 1-2 millions of dollars. During the progress of the work the State of New York loaned the Company six millions of dollars, and afterwards in consideration of the great benefit it conferred upon the State, the debt was cancelled and the evidences of it surrendered to the Company as a gratuity.

The difficulties presented by the enterprise under consideration, are not half so great—scarcely a tithe as great as those above referred to. We have but to begin and with the right spirit, and the great ends to be gained, will guarantee its accomplishment.

I am gentlemen
with great respect
Your ob't. serv't.
D. WALLACE.
Pres't S. & U. R. R. Co.

Messrs. J. W. PATTON,
M. PATTON,
N. W. WOODFIN.
Asheville, N. C.

AN ACT.

To amend an act entitled "An Act to provide for a Turnpike road from Salisbury West to the line of the State of Georgia, passed at the session of 1848–49."

SEC. 1. Be it enacted by the General Assembly of the State of North Carolina, and it is hereby enacted by the authority of the same, "That the Eastern terminus of said road shall be at Asheville, in Buncombe county, instead of Salisbury; and its Western terminus shall be at the Tennessee line at or near the Ducktown copper mines; and the road to the Georgia line shall be regarded as a branch to said road, and the agent of the Western Turnpike is hereby authorised with the means provided under the recited act and subsequent acts to locate and construct said road accordingly.

SEC. 2. Be it further enacted, "That the portion of the road constructed and to be constructed, where the agent made changes in the location and varied from the line surveyed by the Engineer of the State, to save cost of construction shall be regarded as the proper location authorised by law, and the provisions of the recited act, shall apply to that portion of the road, as well as to that portion of the road constructed on the line surveyed by the Engineer.

SEC. 3. Be it further enacted, "That it shall be the duty of the agent of the Western Turnpike in case the Bridge across the French Broad river cannot be obtained on the terms agreed upon between the owner and the commissioners appointed for that purpose, to change the location of the road and construct a new Bridge on the line surveyed by the State Engineer, to be paid for out of the proceeds of the sale of Cherokee lands as provided in the recited act.

SEC. 4. Be it further enacted, That the proviso to the ninth section of the act, be amended so as to provide, that no person after a residence of one year in any of the counties on the line of the road shall be required to pay toll within the county in which he or she resides or within twenty miles of the county line.

SEC. 5. Be it further enacted, "That the tenth section of the recited act, which requires the two mile hands to perform six days labor on said road in each and every year, be amended so as to put it in the power of the county Court to remove the discrimination between the hands that are required to work on the Western Turnpike and other hands required to work on public roads so that all perform the same duties. *Provided*, That in any arrangement which may be made by the county Court, the number of days labor to be performed on the Western Turnpike shall not be less than the two mile hands are required to perform.

SEC. 6. Be it further enacted, "That all such counties on the line as make provision as they are hereby authorised to do, for keeping up the portion of the Western Turnpike within the limits of such county by a tax to be levied and labor performed, shall be entitled to receive free tickets from the agent to pass the gates on said road, while the county keeps it in order free of the payment of tolls.

SEC. 7. Be it further enacted, "That until said road is completed, the Agent of the Western Turnpike shall report monthly to the Governor of the State, the expenditures made by him in constructing and keeping in repair said road, and the amount of tolls received by him at the toll gates, and as soon as the road is completed, he shall report and account for all the Cherokee lands and toll received by him.

SEC. 8. Be it further enacted, "That as soon as the road is completed and the agent makes his report, it shall be the duty of the Governor to appoint a general superintendent to superintend the keeping up said road, to appoint agents to receive the tolls who shall enter into bonds and security as well as the superintendent, for the faithful performance of duty, and be allowed such compensation as the Board of Internal Improvement may prescribe and authorise.

SEC. 9. Be it further enacted, "That all the moneys received by said superintendent after his appointment of the toll gatherers over and above the amount expended in paying his own and the accounts of the agents appointed to receive tolls and that may be expended in keeping said road in repair, shall be deposited in the branch of the Cape Fear Bank at Asheville, to the credit of the Treasurer of the State, to be withdrawn by him and applied to the uses of the State.

SEC. 10. Be it further enacted, "That all acts and clauses of acts inconsistent with this act, be, and the same are hereby repealed.

RATIFIED, Feb. 16, 1855.

MOBBING AN ABOLITIONIST.—In Louisville, Ky., on Thursday last, a man from the North was, while in conversation, asked if he was an abolitionist, and answered that he was. He was advised to leave the town, and he started for the railroad depot in order to do so, but a mob, headed by the sheriff of the place, pursued and caught him, rode him on a rail carried by niggers, blacked his face, and sold him at auction for a nigger, and then took him to a drinking house, and made the niggers hug and kiss him. They warned him that they would kill him if he lifted a finger to resist, and the sheriff, though the victim did not resist, aimed a pistol at him, and would have shot him but for the interference of a bystander from another State.

Persons applying for bounty lands should address the Commissioner of Pensions, and not the Secretary of the Interior.

☞We are authorized to announce Capt. J. H. WILD, of Buncombe county, as a candidate for Brigadier General of the 20th Brigade Tenth Division North Carolina Militia. Election 5th May.

Attention, Battalion!

Head Quarters, Asheville, N. C., April 27, 1855.

The South Battalion will meet the second Saturday in May, by 10 o'clock, a. m., armed and equipped as the law directs, for battalion drill.

The North Battalion will meet at their usual muster ground the first Saturday in June, armed and equipped according to law.

All the commissioned and non-commissioned Officers of the 83rd Regiment are notified to meet in Asheville on Saturday the 5th of May, armed and equipped as the law directs; at which time an election for Brigadier General will be held.

By order of
W. M. HARDY,
Col. Com. 83d Reg't N. C. M.
J. E. REID. *Ad't Maj.*
May 3, 1855.

Dr. J. D. Boyd & Dr. J. M. Stevens

HAVE associated in the practice of *Medicine*. All applications will meet with prompt attention. Office, south end of Court House.
Asheville, May 3, 1855. tf

SMITH, BAIRD & VANCE take occasion to inform their friends and the public that they have associated with them in the *Mercantile Business*, R. M. JONES; and that the style of the firm from and after the first of April, 1855, is *Smith, Baird & Co.*
Asheville, May 3, 1855.

"Old Things Shall be Done Away."

The undersigned, successors to Smith, Baird & Vance, having associated themselves together under the name and style of

SMITH, BAIRD & CO.,

for the purpose of carrying on the Mercantile business, in its various branches, beg leave to say that they are now receiving accessions to their stock direct from New York, Boston, Philadelphia and Charleston, and that it is their full intent *to make their mark* in the line of business they have selected, and with a view of building up a permanent trade, intend reducing the price of Goods as low as possible. Test for yourselves.

B. J. SMITH,
A. E. BAIRD,
R. B. VANCE,
R. M. JONES.

Asheville, May 3, 1855.

Clarendon Iron Works.

WILMINGTON, N. C.

THE CLARENDON IRON WORKS are now prepared to receive orders for Beam, Vertical, Horizontal or Oscillating Steam Engines, High or Low Pressure, and adapted to all purposes; Circular, Vertical and Portable Saw Mills, complete; Pumps, Mining Machinery, Grist and Flour Mills, complete; Parker, Turbine and other Water Wheels, Equipping of Steamers, Car Wheels and Axles; Horse Powers of various patterns, Rice Field Pumps and Engines; Rice Thrashers; Shingle Machines, Shafting, Pullies, Hangers, Gears, and all other Mill Work.

CASTINGS,

Iron and Brass Castings of all descriptions, including Ornamental Iron Railing, Pipe, Bridge Castings, &c., &c. The Company would respectfully invite attention to their styles and patterns of Railing, which may be seen at their office.

BOILERS.

Tubular, Flue and Cylindrical Boilers, Water Tanks, Chimneys, and all other kinds of Boiler Work.

Repairs.

A separate department and force will be kept for repairs, where work will be done thoroughly and with despatch.

All work done in the establishment delivered either on the cars of the Wilmington & Manchester Rail Road or the Wilmington & Weldon Rail Road, or on the flats at the Company's wharf, free of charge.

Having large facilities, the above work will be done on as reasonable terms as elsewhere, North or South, and in a prompt and satisfactory manner.

Consultation by letter or otherwise, in regard to plans and designs for mills or their furniture, and for manchinery generally, willingly answered. All orders or communications to be addressed to the undersigned.

HENRY M. DRANE, *Agent.*
March 29, 1855

M. L. NEILSON, M. D.,
ASHEVILLE, N. C.

January 11, 1855. t

GRASS SEEDS.

No. 1 Clover, Timothy and Herds grass seeds, for sale by SMITH, BAIRD & VANCE.
March 15, 1855.

Mattresses! Mattresses!!

SUMMER is coming, and every family ought to be provided with good

MATTRESSES.

The undersigned are prepared to make mattresses of a very superior character—indeed the article now manufactured by them is far superior to anything of the kind ever before offered to the people of Western Carolina. They have a superior workman employed, and are now prepared to fill all orders promptly, and at rates which cannot fail to give satisfaction.

Any orders left with Smith & McDowell, or Smith Baird & Vance, Asheville, will receive prompt attention.

Mattresses will be delivered at the residence of purchasers. W. T. DICKENSON & Co.
Stocksville P. O., Buncombe county, N. C.
March 15, 1855—6m.

DR. J. D. REYNOLDS,

HAVING permanently located in Asheville, offers his Professional services to the citizens of town and country,
Office and residence, Asheville Hotel.
March 8, 1855. 1y

JOHN W. WILSON,

HAS just received a lot of superior *READY MADE CLOTHING*, which is rapidly going off at prices lower than such Goods were ever before bought in this market.

ALSO, a few pieces of superb *Cloth*, which he will make up to order, neatly & cheaply, and with dispatch." Second door south of the Bank.
March 8, 1855. tf

DR. J. F. E. HARDY
AND
DR. W. L. HILLIARD,

HAVE this day associated themselves in the practice of *MEDICINE*, in its various branches.

DR. HARDY, who is daily in the village, will be always ready to examine cases and make out prescriptions, and when in his power visit cases in the country. Dr. Hilliard will attend to his town and country practice, as usual. We would especially call the attention of all persons laboring under diseases requiring Surgical aid, to this card. We will take especial pains to assist all persons living at a distance in procuring suitable boarding houses in or near the village, and render them such relief as the profession is capable of.

Office at Dr. Hilliard's Drug Store.
Asheville, January 2, 1855. tf

Just Received.

A large and well assorted stock of Miles' Ladies Shoes, varying in size from 1 to 7, which can be had extremely low for cash. Ladies will confer a favor, both on themselves and us, by giving us a call. J. M. BLAIR.

ASHEVILLE NEWS.

BY THOMAS W. ATKIN.

☞TERMS.—*Two Dollars* per annum, in advance; *Two Dollars and fifty cents* in six months; or *Three Dollars* at the end of the year.

☞No order for the paper, out of this county, will receive any attention, unless accompanied with the amount of one year's subscription.

☞**Advertisements** inserted at *One Dollar* per square of *twelve* lines, for the first and *twenty-five* cents for each subsequent insertion.

☞For announcing the name of a candidate, Three Dollars.

☞From these terms there will be no departure, in any case. Liberal contracts made with those who desire to advertise by the year.

ASHEVILLE, N. C.

Thursday, May 3, 1855.

The Results of Know Nothingism.

The details of the Cincinnati riots, to which we have heretofore alluded, and which have for weeks furnished an exciting topic for the columns of the newspaper press, present matter for grave reflection to the people of our land.

—Is it, then, come to this? Are the cannon and bayonet henceforth to enter as elements into our elections? Is every returning canvass to be the signal of civil war—every election a political convulsion—a scene of battle wherever different races and religions meet—an internecine war fought from precinct to precinct, from street to street, from house to house? It would seem so. Unless the reckless movement which has brought about this deplorable state of things, is stayed, every rational man must expect that similar causes will produce similar results.

But the war which is begun is not merely a war of races and religions, though that were bad enough. It does not stop with the contest, the inevitable, mortal hostility, between natives and naturalized citizens, and between protestants and catholics;—it goes beyond this, and is widely stirring up discord and enmity among native protestants themselves. We see church members denouncing and separating themselves from their pastors, and pastors at enmity with each other.

The rancor of this last strife will continue to grow, and constitutes a new and most calamitous phase of this wretched agitation. Yet it is one which any reflecting mind might have prophecied. How could religion be brought into the political field, and the ministers of the Most High be induced to lend their aid in making it an engine of party politics, without degrading the character of the christian religion in the eyes of the world, and causing violent feuds and heart burnings in the church itself? Especially must this be the case among the protestants of the South. Freedom of conscience is, with them, a deeply seated religious sentiment. Neither they nor their ancestors, in this country, have ever been accustomed to persecution in any shape. No sophistry can induce a great portion of them to credit the monstrous absurdity that the proposed proscription of catholics from the enjoyment of the franchises guaranteed to our other citizens, is not an attack on the freedom of religious opinion. Is it wonderful, then, that such opposition of opinion and conduct between members of the same churches, and between members and their pastors, embittered with all the rancor of religious and political controversy, should be fast laying the foundation of feuds that may never be healed, and that are rending the very vitals of the church?

Nor yet does the war stop here. Besides the varied strife, of races, of sects, of church members and ministers, which we have described, the conflict of parties and voters among our community at large, threaten to be of a peculiar acrimony, hitherto unknown in our history. Never before have the doctrine and practice of proscription been carried to such an extent. Hitherto, even amid the utmost despotism of party, there has been displayed something of that mutual forbearance, that liberality of sentiment, and sympathy of feeling, which prevented the instincts of brotherhood and common citizenship from being altogether obliterated, and bound us together as one people. It was not uncommon to see a whig or a democrat elected by a constituency, a majority of whom were of the opposite party—This is no longer to be. It has gone forth, as an inflexible rule of the new order, that all who do not stand on their own narrow platform—all who refuse to swear blind obedience—all who are too independent to bend their necks to the yoke, are to be politically cast out and trodden under foot. No merit, no patriotism, no services, can atone, unless they "know nothing." It is "the Koran or the sword." Can any one fail to see that the political conflict merely, must be of peculiar bitterness? All outsiders are forever proscribed.—It is a struggle of life and death. We have had none like it in our country. With the "outsiders" united by the bonds of common proscription and common sufferings with the catholics and naturalized citizens,—the two parties inflamed with all the prejudices and passions that can most excite mankind—are not here all the elements of civil convulsions, which a spark may ignite, or a successful demagogue blow into a flame, and bring us to see the day when, as in less civilized "republics," every election will be decided by the sword!

This, then, is the prospect before us—the epoch that threatens us and now is. These are thy results, oh Know Nothingism! A conflict of races, a conflict of religions, a conflict of churches,—a conflict not only of arms, of which the firing in the streets of Cincinnati is only the first breath of the storm, but worse than all that—a social strife throughout all our land—heart burning and jealousy and hate—of citizen with citizen, and friend with friend, and brother with brother—a war physical and social—an internecine war, fought from precinct to precinct, from street to street, from house to house!

Who are responsible for this state of things?—Is it the work of some deadly enemy to our land and our institutions, or can it be the doing of an order of men who profess that they have arisen to save our country! What is the influence that has brought us to this sad pass?

Time was, when under the constitution and the republican principles which have been our guide to peace and prosperity for three quarters of a century, freedom of religious opinion and the rights of all our citizens, native and naturalised, were alike respected, and none ventured to assail them. But of late a new epoch has dawned. A great party was on the point of extinction, and bands of reckless adventurers sought some new organization under which to gain the power which the confidence of their fellow-citizens refused to give them. Every element which could ensure success must be enlisted in their cause. What though the principles of the fathers of the republic had been dear to us, they stood in their way, and must be destroyed, or perverted to the promotion of victory and spoils. Yet one sanctuary had never been invaded. None had ever dared assail freedom of religious opinion, or dared to bring religion into the field of party politics. Our constitution protected religious freedom—its principle was engrafted in the hearts of our people. But the elements of victory must be gathered at any price. The spoilers have gone bravely to their work. The spirit of the constitution has been trampled on—each principle that stood in the way has been sacrificed, and even the sacredness of the ark of GOD has not been sufficient to preserve its sanctuary from the desecrating hand of the politician.

Such have been the sacrifices—such the mighty efforts. The foregoing picture shows what have been their results. These are among the fruits of Know Nothingism.

Holston Conference Female College.

The Examination of the pupils of Holston Conference Female College came off on Tuesday and Wednesday last, and was attended on both days by quite a respectable auditory. All who were in attendance seemed pleased, and indeed the young ladies did credit alike to themselves and their instructors. There was a thoroughness about the examination that could not fail to please the patrons of the Institution.

The following young ladies read original compositions, upon the subjects given with the names:

"A Word of Kindness;" by Miss J. A. Corpening, Asheville.

"A Future Day;" by Miss R. L. Dickey, Philadelphia, Tenn.

"Popping the Question;" by Miss E. A. Smith, Asheville.

"How great a Matter a little Fire Kindleth;" By Miss T. A. Patterson, Meigs Co., Tenn.

"The Bachelor;" By Miss M. E. Burgin, Buncombe Co.

"The Old Maid;" By Miss M. M. Gaines, Asheville.

"Mankind are all a Humbug;" By Miss E. Hickey, Newport, Tenn.

"Music;" By Miss M. F. Carter, Kingsport, Tenn.

"Poetry;" By Miss E. E. Sawyer, Asheville.

"Home:" By Miss L. A. Smyth, Rheatown, Tenn.

"Hope never Dies;" By Miss L. R. Eaken, Rheatown, Tenn.

"The Alphabet;" By Miss L. E. Clem, Jonesboro', Tenn.

"Where shall true Happiness be Found?" By Miss H. Adelia Bates, Cleveland, Tenn.

"Memory;" By Miss Lizzie J. Lenoir, Loudon, Tenn.

"Love is blind, and Lovers cannot see;" By Miss Lizzie Gaines, Eden's Ridge, Tenn.

"Beggars and Princes do not die alike;" By Miss L. J. Huffaker, Seclusion Bend, Tenn.

"The American Flag;" By Miss V. N. Earnest, Earnestville, Tenn.

"Slight Causes often produce great Effects;" By Miss M. A. Eakin, Rheatown, Tenn.

"The Dignity and Importance of Domestic Employment;" By Miss Lewellyn Gilliland, Asheville.

"The Glory and Shame of the Golden City;" By Miss S. D. Reeves, Jonesboro', Tenn.

"The Sphere of Woman;" By Miss Amelia Rankin, Asheville.

These compositions evinced thoroughness of training in their fair authoresses, and were very well received, bating a little for the hurry in which some of them were read.

On Wednesday afternoon, after the close of the examination exercises in the literary department, the Rev. J. D. Thomas, A. M. of Greenville, Tennessee, delivered the Annual Literary Address, before the young ladies of the Institution. Although Mr. Thomas had not prepared the manuscript usual on such occasions, he delivered a very effective and indeed thrilling address. It was full of literary riches, like gems sparkling in a costly diadem. It was rich and racy throughout. And most nobly did he vindicate the study of the Mathematics and Classics in our Female Institutions. Long may he preside over the Institution to which he has been called in Greenville, and long may he be honored with an extensive and grateful patronage.

The exercises of the Examination closed on Wednesday evening, with a Musical Concert, under the direction and management of Mr. and Mrs. Hildebrand, Professors in the Musical Department. The students under the care of Mr. and Mrs. H. evinced considerable proficiency in their musical studies, and did credit to their Instructors. Mr. and Mrs. Hildebrand were regularly elected at the last meeting of the Board of Trustees of the College, as the Professors of Music. It is anticipated that the next opening of the College will be under happier auspices than ever.

☞The Bank of Cape Fear has declared a semi-annual dividend of *five* per cent.

POLITICS AND RELIGION.—The Pittsburg Union announces that two hundred members of the Baptist Church at Masontown have seceded because their pastor had joined the Know Nothings.

THEOLOGICAL SCHOOL.—We see it proposed to establish a Baptist Theological School in connection with Wake Forest College.

HARD WORK.—Driven to the wall at every turn, the Spectator is laboring to convince itself (it does not surely expect to convince any one else) that Mr. Clingman's letter to Dr. Hilliard can be made to mean that the writer was only waiting to see how strong the Know Nothing movement would be, before deciding his course in regard to it! If this is not an effort to extract blood from a turnip, we are at a loss to know what would be. Mr. Clingman says expressly:—

"It seems that the members of Congress here, and in fact most of the prominent politicians, are averse to going into a secret political organization, not only because they think it wrong, but also believe such a party would be short lived, &c. I am myself taking no part in the contest; having enough to do otherwise, *nor am I disposed to do so, unless I am attacked in some way.*"

But we dismiss the subject satisfied that no man in this District *really* believes the construction put upon the letter by the Spectator warranted by either the letter or spirit of the document. "Drowning men will catch at straws."

The Spectator's remarks about Dr. Hilliard are equally destitute of foundation, as it would be very easy to show, were it worth while to devote time and space to that purpose. Dr. H. has nothing to fear from his position in this matter. He has frankly shown the *whole* letter to every gentleman who desired to see it. He has concealed nothing, and stands above suspicion of anything dishonorable or underhanded. He needs no vindication at our hands. He is *known* in this community, and no open attacks or sneaking insinuations by a reckless partizan press can injure him.

HOMICIDE.—We are pained to learn that Mr. A. J. Fain, of Hendersonville, was killed in that place last week, by Dr. E. R. Jones. He was stabbed in the region of the heart, as we understand, and died instantly. Of the origin and nature of the difficulty, we have no authentic information. Mr. Fain was an exemplary citizen, and left a young and helpless family. Dr. Jones was committed to prison to await a legal investigation.

BRAG.—The old game of brag has commenced, after the patented and stereotyped fashion. Mr. Clingman, *as usual*, is to be badly beaten, by——whom? The game is too old and barefaced to deceive any body. The people have become used to these periodical hallucinations of the Federal Whig Know Nothing leaders. The first Thursday in August will take the wind out of them. The people intend on that day to show the "renegade Whig" politicians of this District, that though they have imagined themselves covered with "Sam's" apparel, their long federal ears have been sticking out all the time!

☞Our friend Blair, of the "cash store," has just received a handsome lot of fine hats, latest styles. And as evidence of his confidence in their beauty and excellence, he has presented us one. Blair is shrewd enough to know that an Editor's head is the most suitable place to show off a fine hat to advantage. This hat shall adorn our head, and our head shall lend additional beauty to this hat. Go and get one for yourself, reader.

Asheville, May 1, 1855.

Editor of News:

Since the adjournment of our late Superior Court, during which I acted as foreman of the Grand Jury for this County, I have observed in almost every issue of the Spectator, charges against myself and the other gentlemen who composed the Jury, of a grave and serious character; and I am further informed that a certain class of itinerant politicians have for some weeks past been industriously circulating the said charges and insinuations over the whole country. To correct these misrepresentations, which, if true, would certainly compromise the character of every Grand Juror implicated, is the sole purpose of this communication.

The charge against the Grand Jury is substantially that they forswore and perjured themselves, by permitting other persons, for political purposes, to tamper with and influence them to take the action they did in regard to secret oath bound political societies.

As far as I am individually concerned, I have already, in the only instance when this insinuation has been made in my presence, denounced the man who saw fit to make it, in his own office, as guilty of a wilful and corrupt falsehood; and this denunciation I desire shall stand and be applied to himself by every person who may undertake to assail me for conscientiously attempting to do my duty as a sworn officer of the law.

In vindication of the other members of the Grand Jury, I consider it necessary to state, that so far from our action being the result of political motives, the subject of politics and the election was never once named by any member to another during the session, except in attempting to arrive at a correct determination of their duty in protecting the purity of the ballot-box from the insidious and dangerous attacks of secret oath bound political associations.

It was the sworn duty of the Grand Jury to endeavor to protect the citizens of the country in the free and unrestrained exercise of the right of suffrage, if they had any reason to suppose that this great privilege was about to be invaded. In their judgment they *had* cause to suspect this; and as they were bound to do, they brought the matter to the attention of the court, to receive from the Judge such instructions as might enable them to fulfil their whole duty. The Judge gave the instructions asked for, and there I should have been content to allow the matter to rest, if certain unscrupulous Know Nothing partisans had not, by their continued assaults, upon a Judge and Jury who were acting under the solemn obligation of an oath, evinced a determination not only to destroy freedom of suffrage, but to overawe and override the Judicial authorities of the State.

D. J. ROBERTS.

Later from Europe.

ARRIVAL OF STEAMER NASHVILLE.

NEW YORK, April 22, 1855.

The steamer Nashville has arrived, with Liverpool dates of April 7.

The Vienna Conference had adjourned till April 9.

A series of fierce engagements had occurred at Sebastopol between the French and Russians, in one of which 3,000 were killed and wounded.

A despatch from Berlin states that the Russian party was in the ascendant, and that Prussia would probably side with Russia.

The conflicts before Sevastopol, though attended with great loss of life, had not resulted decisively for either party. On the night of the 23d an engagement took place costing 3,000 men.

Political affairs are unchanged. The Conference adjourned till the 9th to receive the Russian ultimatum. The impression is stronger that the war must go on.

Omer Pasha, the Turkish statesmen, had arrived at Vienna to take part in the Conference.

One Week Later.

Arrival of the Steamer Africa.

HALIFAX, April 25, 1855.—The steamer Africa has arrived, bringing Liverpool dates of April 14.

The Vienna Conference met on the 8th and sat for an hour, but adjourned without action, the Russian Envoy not being prepared with any reply. But slight hopes of peace are now entertained, and it was not even certain when the Conference would meet again. It was reported that the French and English Envoys had already left Vienna.

Great Britain had advertised for a new loan.

It was stated that new complications had arisen with Prussia.

The steamer North Carolina, of the Liverpool and Philadelphia line, had been sunk off Holyhead, by a collision with the ship Robert, for New Orleans. The crew and passengers were all saved.

Dates from Sebastopol are to April 8.—Skirmishing continued without any special result. The Russians had received large reinforcements. They had converted their ambuscades, from which the Allies had vainly endeavored to dislodge them, into advanced parallels, and had erected two new batteries, despite all the opposition of the Allies. The latter report themselves ready to renew the bombardment. The French were advancing towards Malakoff tower by sapping.

Omar Pasha had not marched on the Alma, but had merely enlarged the circle of his fortifications.

The advanced squadron of the Baltic fleet reached Elsinore April 1.

A Russian despatch from Warsaw states that an army of 120,000 men was concentrating in the Baltic provinces, and that three hundred gun boats were afloat.

EXCITEMENT IN KANSAS.

ST. LOUIS, April 25, 1855.—The people of Kansas have issued a proclamation declaring Reeder incompetent for the post of Governor, and his appointment, without the consent of the governed, an arbitrary exercise of power. The delegates meet at Leavenworth on the 28th to select a suitable person for Governor, whose name will be forwarded to the President for appointment.

THEATRE BURNT.

NEW ORLEANS, April 21, 1855.—The American Theatre was burnt last night, and one man killed.

The Sixth District.

It will be perceived by the proceedings in another column, of the Convention held at Winston, that GEORGE D. BOYD, Esq., of Rockingham, was unanimously nominated as the candidate for Congress in the Sixth District. The Democracy of the District could have selected no truer or better standard-bearer than George D. Boyd. We trust he will take the field, which he came so near winning in the last contest, though the odds were then greatly against him. We regard his success over Col. Puryear, in this contest, as certain.

So Col. Puryear, it seems, has been nominated for re-election! The Convention which brought him forward laid down no platform of principles; yet it is styled a "*Whig* Convention." Where are the Know Nothings? It is to be Whig in one place, and Know Nothing in another, just as it may suit, it being always understood that they are one and the same. But why was Gen. Leach thus slighted? *He* had no heavy, insupportable anti-Nebraska vote to carry. Is the District against the equal rights of the people of the slave-holding States with those of the non-slave-holding in the territories of Nebraska and Kansas? We shall see. We learn that dissatisfaction exists with the nomination of Col. Puryear, and we are not surprised at it. If the Democrats and Southern rights men are true to themselves, his defeat is certain.—*Raleigh Standard.*

SETTLING ACCOUNTS.—A Washington letter, dated April 20, says:

Lieut. Beale, formerly Indian agent at California, whose accounts have been allowed by the Treasury Department, inflicted a severe castigation with his fists upon Col. Manypenny, commissioner of Indian affairs, at Willard's Hotel this afternoon. Lieut. Beale attributes the temporary disallowance of his accounts to the personal hostility of the commissioner—hence the assault.

In the United States there were in 1850, 2,555 persons over 100 years of age; in France there were only 102, though their population was nearly 36,000,000.

☞One young man in the vicinity of Boston shot himself last week because he could not get a wife, and another because he could not get a divorce.

Masonic Celebration.

The members of Catawba Valley Lodge, No. 100, A. Y. M., will celebrate the ensuing Anniversary of St. John the Baptist, on the 26th June, in the town of Morganton. An address will be delivered on the occasion by Rev. E J. Meynardie.

The public generally, and all Masons in regular standing, respectfully invited to attend.

A. MYERS,
J. C. S. McDOWELL,
R. DON WILSON,
Committee.

May 3, 1855. 5w

Clothing and Clothing Materials.

NAVY DEPARTMENT.

Bureau of Provisions and Clothing, April 2, 1855.

Separate Proposals, sealed and endorsed "Proposals for Navy Clothing and Clothing Materials," will be received at this office until 3 o'clock, p. m., on the 1st day of May next, for furnishing and delivering, (on receiving sixty days' notice,) at each or either of the navy-yards at Charlestown, Massachusetts, Brooklyn, New York, or Gosport, Virginia, the quantities below mentioned of any or all of the following-named articles of navy clothing and clothing materials, and such further quantities of the same as may be ordered by the chief of this bureau, or by the commandants of the said navy-yards, respectively, during the fiscal year commencing on the 1st day of July next, and ending on the 30th day of June, 1856, viz:

Pea-jackets, made of blue pilot cloth,		2,000
Round jackets, made of blue cloth,		3,000
Trowsers, made of blue cloth,		3,500
Blue flannel overshirts,		5,000
Blue flannel undershirts,		5,000
Blue flannel drawers,		5,000
Blue flannel jumpers,		3,000
Blue flannel, in the piece,	yards	50,000
Barnsley sheeting frocks,		2,000
Canvas duck trousers,		2,000
Barnsley sheeting, in the piece,	yards	15,000
Canvas duck, in the piece,	yards	5,000
Blue cloth caps,		4,000
Calf skin shoes,	pairs	4,000
Kip-skin shoes, high cut,	pairs	4,000
Woollen socks, Nos. 1 and 2,	pairs	8,000
Mattresses, (with two covers each,)		2,000
Nankin, blue,	yards	8,000
Blankets,		3,000
Black silk handkerchiefs,		5,000
Blue satinet trowsers,		3,000
Blue satinet, in the piece,	yards	5,000

The cloth for the pea jackets shall be twilled pilot cloth of American manufacture, pure indigo blue, wool-dyed. It shall be 54 inches wide, and weigh 26 ounces per yard. It shall have a list on each edge composed of 24 white threads, of all wool. All pieces weighing less than 25 ounces per yard will be rejected; and each bale of about 300 yards must average 26 ounces per yard.

The cloth for round jackets, blue cloth trowsers, and blue caps shall be twilled, all wool, of American manufacture, and pure indigo blue, wool-dyed. It shall have a list on each edge composed of 24 white threads, of all wool. All pieces under 17 1-2 ounces per yard will be rejected; and each bale of about 300 yards must average 18 ounces per yard.

The satinet must be American manufactured, 27 inches wide inside of list, which list must consist of not less than 13 white woollen threads on each edge of the cloth, woven in the whole length of the piece; must weigh not less than 9 1-2 ounces per yard, to contain in each piece about 28 yards; the warinp must be cotton, pure indigo blue, yarn-dyed; and the filling wool, pure indigo blue, wool-dyed. Each bale of 400 yards shall average nine and a half ounces to the yard, and no piece shall be below nine and a quarter ounces to the yard. The satinet trowsers must be made of material like the above.

The flannel must be all wool, American manufactured, wool-dyed, pure indigo blue, and twilled; must be in pieces of 50 yards in length, 27 inches wide, weighing 5 ounces per yard, with a list on each edge, of 4 white woollen threads woven in the whole length of the piece. To be packed in bales of 10 pieces, the pieces to be rolled separately *without* cloth boards. Each bale to contain 500 yards and 156 1-2 pounds flannel. No piece to have a less average weight than 4 8-10 ounces per yard.

The overshirts, undershirts, drawers, and jumpers must be made of flannel like the above.

The Barnsley sheeting must be free from cotton, 80 inches in width; weight, twelve ounces 31-100 per yard; texture, 4 by 4 to 1-16 inch.

The canvas duck must be free from cotton, 27 inches in width, and about 36 yards in the piece, double thread, warp and filling, weight eight ounces 23-100 per yard. Texture 9 by 10 to 1-2 inch.

The shoes must be stamped with the contractor's name, number of shoes, and year when made; the sizes to be in the following proportion for each 50 pairs, unless otherwise ordered, viz: 4 of No. 5, 9 of No. 6, 12 of No. 7, 12 of No. 8, 9 of No. 9, 3 of No. 10, 1 of No. 11.

They are to conform in all respects to the samples at the yards, and to be delivered in good strong boxes, 50 pairs in each. The name of the contractor, contents, and the year when made, marked on each box.

The calf-skin and the kip-skin shoes to be packed in separate boxes.

The woollen socks must be woven or knit, and conform to sample.

The mattresses must weigh 10 pounds, including ticking, which is to be cut 6 feet in length and 31 inches wide. The covers must measure 71 inches in length and 29 inches in width. The hair, ticking, and covers must conform to samples.

The nankin must be the best blue American nankin 26 inches wide, texture 5 threads by 4 threads to the 16th of an inch, dyed with *pure Bengal indigo.*

The blankets must weigh six pounds per pair, and measure 58 by 78 inches each. A bale of 50 pairs must weigh 300 pounds, and no pair shall weigh less than 5 pounds 13 ounces. They must be of American manufacture, made of clean wool, and each blanket must be marked "U. S. Navy."

The black silk handkerchiefs must be 31 1-2 by 31 1-2 inches, and weigh 1 ounce and 12 grains Troy; texture 14 by 23 to 1-8 inch.

A schedule of the three sizes for each 100 pieces of made-up clothing will be found with the samples at the respective yards; and all the above articles, including the necessary buttons, rings, &c., are to be fully equal in the quality, texture, color, weight, and finish of materials, and conform in pattern, sizes, and workmanship to said samples.

The number or quantity which will be required of each of the foregoing articles cannot be precisely stated. It will not be less, however, than the quantity specified in the foregoing list. The contracts will, therefore, be made for the quantity of each article so specified, and for such further quantity as the bureau may require. *The price must be uniform at all the stations.*

All the above articles must be subject to such inspection at the place of delivery as the chief of this bureau may direct; and no article will be received that is not fully equal to the sample in every respect, and which does not conform to the stipulations and provisions of the contract to be made.

The whole must be delivered at the risk and expense of the contractor. Each box and bale to be marked with the contractor's name. The inspecting officers to be appointed by the Navy Department.

The offers must distinguish the prices for each article mentioned, and must be calculated to cover every expense attending the fulfilment of the contract, including the necessary buttons.

In case of failure on the part of the contractors to deliver the several articles which may be ordered from them, *in proper time and of proper quality,* the chief of the Bureau of Provisions and Clothing shall be authorized to purchase or direct purchases to be made of what may be required to supply the deficiency, under the penalty to be expressed in the contract; the record of a requisition, or a duplicate copy thereof, at the Bureau of Provisions and Clothing, or at either of the navy-yards aforesaid, shall be evidence that such requisition has been made and received.

Two or more approved sureties in a sum equal to the estimated amount of the respective contracts will be required, and ten per centum will be withheld from the amount of all payments, on account thereof as collateral security, and not in any event to be paid until it is in all respects complied with; and ninety per centum of the amount of all deliveries made will be paid by the navy agent within thirty days after triplicate bills, duly authenticated, shall have been presented to him.

Bidders whose proposals shall be accepted (and none others) will be forthwith notified, and as early as practicable a contract will be transmitted to them for execution, which contract must be returned to the bureau within five days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, will be deemed a notification thereof, within the meaning of the act of 1846, and his bid will be made and accepted in conformity with this understanding.

Every offer made must be accompanied (as directed in the act of Congress making appropriations for the naval service for 1846–'47, approved 10th August, 1846) by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidders, will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the supplies proposed. The bureau will not be obligated to consider any proposal unless accompanied by the guarantee required by law; the competency of the guarantee to be certified by the navy agent, district attorney, or the collector of the customs.

Blank forms of proposals may be obtained on application to the navy agents at Portsmouth, New Hampshire, Boston New York, Philadelphia, Baltimore, Washington, Norfolk, Pensacola, and at this bureau.

The attention of bidders is called to the samples and description of articles required, as, in the inspection before reception, a just but rigid comparison will be made between the articles offered and the samples and contract, receiving none that fall below them; and their attention is also particularly directed to the annexed joint resolution, in addition to the act of the 10th August, 1846.

Extract from the act of Congress approved August 10, 1846.

"SEC. 6. *And be it further enacted,* That from and after the passage of this act, every proposal for naval supplies invited by the Secretary of the Navy, under the proviso to the general appropriation bill for the navy, approved March third, eighteen hundred and forty-three, shall be accompanied by a written guarantee, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation, in such time as may be prescribed by the Secretary of the Navy, with good and sufficient sureties, to furnish the supplies proposed. No proposal shall be considered unless accompanied by such guarantee. If after the acceptance of a proposal and a notification thereof to the bidder or bidders, he or they shall fail to enter into an obligation within the time prescribed by the Secretary of the Navy, with good and sufficient sureties for furnishing the supplies, then the Secretary of the Navy shall proceed to contract with some other person or persons for furnishing the said supplies; and shall forthwith cause the difference between the amount contained in the proposal so guarantied and the amount for which he may have contracted for furnishing the said supplies, for the whole period of the proposal, to be charged up against said bidder or bidders, and his or their guarantor or guarantors; and the same may be immediately recovered by the United States, for the use of the Navy Department, in an action of debt against either or all of said persons."

[Public, No. 7.]

JOINT RESOLUTION relative to bids for provisions, clothing, and small stores for the use of the navy.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That all bids for supplies of provisions, clothing, and small stores for the use of the navy may be rejected, at the option of the department, *if made by one who is not known as a manufacturer of, or regular dealer in, the article proposed to be furnished, which fact, or the reverse, must be distinctly stated in the bids offered;* that the bids of all persons who may have failed to comply with the conditions of any contracts they may have previously entered into with the United States shall, at the option of the department, be rejected; that if more than one bid be offered for the supply of an article on account of any one party, either in his own name, or in the name of his partner, clerk, or any other person, the whole of such bids shall be rejected at the option of the department; and that copartners of any firm shall not be received as sureties for each other; and that, whenever it may be deemed necessary, for the interest of the government and the health of the crews of the United States vessels, to procure particular brands of flour which are known to keep best on distant stations, the Bureau of Provisions and Clothing, with the approbation of the Secretary of the Navy, be, and hereby is, authorized to procure the same on the best terms, in market overt.

APPROVED 27 March, 1854.

April 3—29-5-4w.

BY AUTHORITY.

Laws of the United States.

[CHAPTER CCXXX.]

AN ACT to establish certain Post Roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be established as Post Roads in lieu of those heretofore established, viz:

[CONTINUED.]

From Pittsylvania C. H., by Calland's, Sandy River, Leatherwood's Store, Martinsville, Traylorsville, Horse Pasture, Penn's Store, and Mayoning, to Patrick C. H.

From Pittsylvania C. H., by Berger's Store, and Sandy Hill, to Union Hall.

From Point Pleasant, by Pleasant Flat, and Salisbury, to Pomeroy, Ohio.

From Pomeroy, O., by Minersville, Graham's Station, and Letart Falls, to Apple Grove.

From Poplar Hill, by Mechanicsburg, to Sharon.

From Portsmouth to Hargrove's Tavern.

From Portsmouth, by Suffolk, Carrsville, Franklin Depot, Murfee's Depot, Newsom's Depot, Boykin's Depot, Branchville, Meherin Depot, Seaport, and Gareysburg, to Weldon, North Carolina.

From Powhattan to Smithville.

From Princess Ann, Maryland, by Newtown, Wagram, Va., and New Church, to Horntown.

From Princetown, by Spanishburg, and Flat Top, to Shady Springs.

From Princeton to Wytheville.

From Princeton to Ginseng, in Wyoming County.

From Putnam C. H., by Hurricane Bridge and Sycamore Grove, to intersect the route from Kanawha C. H., to Wayne C. H., at Hamlin.

From Raleigh C. H., by Big Cole, and Boone's Mills, to Peytona.

From Railroad, near Dam No. 6, on the Potomac, to Clabaugh's Mills, in Morgan County.

From Reed's Mills, to Wilson M. Haymond's, in Upshur County.

From Red Bluff, by Buffalo, Ford and Speedwell, to Blue Spring.

From Republican Grove, by Meadville, to Halifax C. H.

From Richmond, by Manchester, Coal Mines, Hallsboro', Flint Creek, Powhattan, Macon, Ballsville, Cumberland C. H., Langhorne's Tavern, and Raine's Tavern, to Farmville.

From Richmond, by Black Heath, Hallsboro', The Union, Appomattox Depot, Winterham, Amelia C. H., Jetersville, Jenning's Ordinary, Burkesville, Green Bay, Moore's Grdinary, Drake's Branch, and Keysville, to Staunton River.

From Richmond, by Gregory's Tavern, Goode's Tavern, Winter Pock, and Skin Quarter, to Amelia C. H.

From Richmond, by Hanover C. H., to Junction.

From Richmond, by Chickahomeney,—Goodall's Montpelier, Negro Foot, Etna, Locust Creek, Jackson and Long Creek, to Frederick's Hall.

From Richmond, by City Point,—Swineyard, and Williamsburg Landing, and Newport's News, to Norfolk.

From Richmond, by West Ham Locks, Beaver Dam, Loch Lomond, Pemberton, Cartersville, Columbia, New Canton, Seven Islands, Scottsville, Warren, Howardsville, Warminister, Hardwicksville, Tye River Warehouse, Allen's Creek, Galt's Mills, Selma, Lynchburg, Holcomb's Rock, Big Island, Balcom Falls, and Rock Point Mills, to Pattonsburg.

From Richmond, by Erin Shades, Coal Hill, Rockville, Johnson's Spring, Perkinsville, Gum Springs, Mitchell's Store, Shannon Hill, Bell's Cross Roads, and Poindexter's Store, to Trevillian's Depot.

From Richmond, by Proctor's Creek to Petersburg.

From Richmond, by New Kent C. H., Barhamsville, Burnt Ordinary, Williamsburg, Yorktown, and Half-Way House, to Hampton.

From Richmond, by Old Church, Sharonville, Aylett's Fleetwood Academy, and Miller's Tavern, to Tappahannock.

From Ripley to North Bend Mills.

From Rockcastle, by Kendrick Spur, to Meadows of Dan.

From Rocky Mount, by Retreat, Simpson's, Long Branch, Little River, and Cannaday's Gap, to Floyd C. H.

From Rocky Mount, by Long Branch, and Cannady's Gap, to Floyd C. H.

From Rocky Mount, by Bonbrook, Cooper's Cross Roads, Chamblissburg, Emaus, Horeb, and Bunkerhill, to Liberty.

From Rocky Mount, by Sydnorsville, Oak Level, Prillaman's, and Elamsville to Patrick C. H.

From Romney, by Burlington, Ridgeville, New Creek, New Creek Depot, Winston, Forth Branch Bridge, German Settlement, Cheat Bridge, Fellowsville, Evansville, Three Forks, Pruntytown, and Bridgeport, to Clarksburg.

From Romney, by Springfield, to Green Spring Run.

From Romney, by Purgettsville, to Moorfield.

From Rose's Mills to Temperance, in Amherst County.

From Rye Valley, by Big Meadows, to Mouth of Wilson.

From Rye Valley, by Two-Mile-Branch, Sinclair's Bottom, Love's Mills, Liberty Hall, Laurel and Clark's, to Abington.

From Buckmansville, Highland county, by Wade's Store, to Hunterville.

From Russell's Mills, by Sylvan Mills, to St. Mary's, Pleasant's County.

From Salisbury, N. C., by Maxville, Va., Hamptonville, Jonesville, Island Ford, State Road, Roaring Gap Civil, and Independence, to Wytheville.

From Salem, by Cove Spring, to Jacksonville, Floyd county, (Floyd C. H.)

From Scottsville, by Garland's North Garden, Batesville, and Yancey's Mills, to Greenwood Depot.

From Sharon, by Olympia, Chatham Hill, Broadford, and Saltville, to Abingdon.

From Sharonsville, by Acquinton, Piping Tree Ferry, and King William C. H., to Lanesville.

From Shawsville, in Montgomery County, up the South Fork of Roanoke River, by Allegany Springs, to Simpson's, Floyd County.

From Shepherd's Grove, by Kellysville, and Brandy, to Culpepper C. H.

From Shepherdstown, by Sharpsburg, Md., and Keedysville, to Boonsboro'.

From Shepherdstown to Sharpsburg.

From Sistersville to Middlebourne, Wick, Hebron and Highlands, to Schamla.

From Sistersville, by Middlebourne, and Shirley, to New Salem.

From South Quay, by Factory Hill, N. C., and Holy Neck, Va., to Somerton.

From Sperryville to Robsonville.

From Stewartstown, by Stafford C. H., to Railroad.

From Stanardsville to Plunket, and Harkstep's Store, in Green County.

From Stanardsville, by Conard's Store, and McGaheysville, to Harrisonburg.

From Staunton River, by Bentleysville, Scottsburg, Halifax C. H., Church-Hill, Brooklyn, and Laurel Grove, to Danville.

From Staunton, by Lexington, Summer's Natural Bridge, and Pattonsburg, Fincastle.

From Staunton, by Mint Spring, Greenville, Steele's Tavern, Canicello, Fairfield, and Timber Ridge, to Lexington.

From Staunton, by West View, Deer Field, Green Valley, and Bath Alum, Bath C. H., Hot Springs, Miller's Mill, Horris Hill, Gallaghan's and White Sulphur Springs, to Lewisburg.

From Staunton, by Churchville, Jenning's Gap, Lebanon, White Sulphur Springs, McDowell, Monterey, Havener's Store, Traveller's Repose, and Huttonsville, to Beverly.

From Staunton, by West View, and other offices, to Lewisburg.

From Stoney-Creek-Warehouse, by Parham's Store, and Coman's Well, to Sussex C. H.

From Sweet Springs, by Gap Mills, to Union.

From Swineyard to Charles City C. H.

From Swineyard's to Waddell's Store, in Charles City county.

From Tappahannock to Warsaw.

From Tappahannock, by Dunnsville Centre, Montague's, Jamaica, Church View, Urbanna, Free Shade, Locust Hill, Saluda, Glem's and New Upton, to Gloucester C. H.

From Taylorsville to Hanover C. H.

From Tazewell C. H., by head of Clinch, Abb's Valley, and Tug River, to Ginseng.

From Thompson's Cross Roads, by Ambler's Mills, to South Anna.

From Traveller's Repose, by Green Bank, and Dunmore, to Huntersville.

From Turkey Cove, by the little Stone Gap, to the Big Glades, in Russell county.

From Tye-River-Warehouse, by New Glasgow, Sandidges, Buffalo Springs, Oronoco, and Buena Vista Furnace, to Lexington.

From Upshur C. H., by Beachtown, Frenchtown, French Creek, Walkersville, Cunningham's, thence to Alexander Skinner's on the Oil Creek, down Oil Creek to the Little Kanawha River, to Gilmer C. H.

From Upshur C. H., by French Creek, Walkersville, Collin's Settlement, Forks of Oil Creek, along the Little Kanawha River, to Gilmer C. H.

From Walker's Church, by Merryman's Shop, Harvey's Store, Red House, and Woodlawn, to Concord.

From Wardensville, by Baker's Run, and Fabius, to Moorefield.

From Warrenton, by New Baltimore, and Buckland, to Gainesville.

From Warrenton, by Salem, Fauquier, and Oak Hill, to Paris.

From Warrenton, by Warrenton Springs, and Jeffersonville, to Oak Shade.

From Warsaw, by Rice's Store, Hague, Kinsale, Oldham's Cross Roads, Union Village, Lottsburg, Heathsville, Wicomoco Church, Kilmarnock, Lancaster C. H., Litwalton, Farnham, and Durettsville, to Warsaw.

From Warsaw, by Durrettsville, Farnham, Litwalton, Lancaster C. H. Kilmarnock, Wicomoco Church, Heathsville, Lottsburg, Union Village, Oldham's Cross Roads, Kinsale, Hague, and Rice's Store, to Warsaw.

From Warsaw, by Lyell's Store, Montross, Rice's Store, Hague, Kinsale, to Oldham's Cross Roads.

From Waterford, by Hoysville, to Lovettsville.

From Wattsboro', Barry's Bridge, and Drapersville, to Boydton.

From Weston, by the Weston and Gauley's Bridge Turnpike, to Gauley's Bridge, in Fayette county.

From Weston to Fork Lick.

From Weston, to Phillippi, in Barbour county.

From Weston, by Little Skin creek, Big Skin creek, Bennett's Mills, Ireland, Bulltown, Salt Lick Bridge, and Flatwoods, to Braxton C. H.

From Weston, by Fink's creek, and New Milton, to West Union.

From Washington, D. C., by Alexandria, Glymont, Game Point, Fredericksburg, Guiney's Aquia creek, Milford, Ruther Glen, Junction, Taylorsville, and Slash Cottage to Richmond.

From Washington, D. C., by Georgetown, Langley, Va., Prospect Hill, Springvale, Belmont, Leesburg, Hamilton, Purcellsville, Snickersville, Castleman's Ferry, and Berryville, to Winchester.

From Washington, D. C., by Alexandria, Va., Anandale, Fairfax C. H. Centreville, Groveton, Beckhamsville, Walnut Branch, St. Stephens, Auburn, Warrenton, Warrenton Springs, Jeffersonton, and Bixeyville, to Oak Shade.

From West Columbia, by Cedar Flats, Upper Flats, and Letart Fall to Jackson C. H.

From West Fork Furnace, by Buffalo Mountains, Laurel Forks, Millsville, and Ararat, to Mount Airy.

From West Union, by Stine Spring Mills, Oxford, and Culp's Store, to Webb's Mills.

From West Union, by Roash's and Letart Falls, to Moore's Mills.

From West Warren, to Cotton's Store, in Wetzel county.

From Weston, by Little Skin creek, Big Skin creek, Bennett's Mills, Ireland, and Flatwoods, to Braxton C. H.

From Wheeling, by West Liberty, to Bethany.

From Wheeling, by Dallas, West Finley, Harvey's, Waynesburg, Kirby, Mount Horris, and Granville, to Morgantown.

From Wheeling, by Belle Air, O., Moundsville, Dill's Button, O., Captina, Powhatan Point, Woodlands, Va., Sun Fish, O., Proctor, Va., Baresville, O., New Martinsville, Va., Sardis, O., Witten's, Sistersville, Va., Cochran's Landing, O., Grand View, Ostend, Grape Island, Va., St., Mary's, V., Newport, O., Willow Island, Va., Bull creek, Marietta, O., Duncan, Va., Harmer, O., Briscoe Run, Va., to Parkersburg.

From White Sulphur Springs, by Anthony's creek, to Rucker's Repose.

From Wilderness, by Locust Grove, and Verdiersville, to C. H.

From Williamsport to Moorefield.

From Williamsport or Duncan, in Wood county, intersect the Parkersburg and Baltimore Mail Route at the junction of the Williamsport and Northwestern Turnpike, sixteen miles east of Parkersburg.

From Williamsburg, by Yorktown, to the Grove Landing.

From Wilson's Depot to Darville's.

From Winchester, by Stevenson's Depot, Dadesville, Brucetown, Summit Point, Charlestown, and Hallton, to Harper's Ferry.

From Winchester, by Mount Vernon Tannery, Mountain Falls, Cedar creek, Gravel Spring, and Capon Springs, to Wardensville.

From Winchester to Capon Springs.

From Winchester to White Hall.

From Winchester, by Nineveh, and Front Royal, to Manassas Gap.

From Winchester, by Mill creek, Darksville, Martinsburg, Hainesville, and Falling Waters, to Williamsport, Md.

From Winchester, by Back creek Valley, Capon Bridge, Hanging Rock, and Pleasant Dale, to Romney.

From Winchester, by Newtown, Stephensburg, Middletown, Strasburg, Tom's Brook, Woodstock, Edinburgh, Mount Jackson, New Market, Spartapolis, Lacey Springs, Melrose, Harrisonburg, Mount Crawford, Mount Sidney, and Cline's Mill, to Staunton.

From Wirt Court House, by Lee's Mills, Reedy Ripple, and Three Forks of Reedy, to Reedyville.

From Wirt C. H., by Burning Spring Big Bend; Pine creek, and DeKalb, to Glennville.

From Woodstock, by Columbia Furnace, and Lost River, to Moorefield.

From Wytheville, by Sharon, Burke's Garden, and Perry's Store, to Tazewell C. H.

From Wytheville, by Red Bluff, and Grayson Sulphur Springs, to Grayson C. H.

From Wytheville, by Speedwell, Elk creek, Austin, and Cornell's Store, to Independence.

From Wytheville, by Rural Retreat, Marion, Seven Mile Ford, Town House, Glade Spring, Cedarville, Abingdon, Smith's Creek, Timber Grove, and Bristol, to Blountsville, Tennessee.

From Yellow Branch, by Arnoldton, to Leesville.

From Yorktown, and Friday, to the Grove Landing.

From Yorktown, by Halfway C. House, and Waowick C. H., to Yorktown.

From Yorktown, by Hay's Store, Hickory Fork, Gloucester C. H., and North End, to Matthews C. H.

From Zackville, by Elizabeth, Forks of Reedy Creek, and M. D. W. Boggs, to New California.

NORTH CAROLINA.

From Albemarle, by Elfred's Mills, Morgan's Mills, Love's Level, and Garman's Mills, to Clear Creek.

From Albemarle to Swift Island.

From Ashborough, to Troy, by Science Hill, Hill's Store, Salem Church, and Lassiter's Mills, to Troy.

From Ashborough, by Moffit's Mills, Waddel's Ferry, and Brown's Mills, to Prosperity.

From Asheville, by Flat Creek, Gilbert's, Bull Creek, Indian Gap, Double Springs, Gahagen's, Big Laurel, Sulphur Springs, Tennessee, and Love's, to Limestone Springs, Tennessee.

From Asheville, by Sulphur Springs, Hommony Creek, Pigeon River, Forks of Pigeon, Waynesville, Peru, Scott's Creek, Franklin, Aquona, Head, Tennessee, Clayton, Valleytown, Tomotla, to Murphey.

From Asheville, by Turkey Creek, Sandy Mush, Spring Creek, Fine's Creek, Crab Tree, and Jonathan's Creek, to Waynesville.

From Asheville, by Sulphur Springs, Avery's Creek, Mill River, Boilston, Claytonville, and Davidson's River, to Cathey's Creek.

From Allemance, to Monticello, by Summer's Mills.

From Averysboro, by Pleasant Plains, and McNeil's Ferry, to Summerville.

From Barclaysville, in Cumberland County, by Lee's Ferry, to Summerville.

From Beaufort, to Jarret's Bay, in Carteret County.

From Beaufort to Smyrna.

From Beattie's Ford, to Bunker Hill, *Vice* Dry Ponds, Mountain Creek, and Lowrances Mills.

From Beattie's Ford, by Sherrill's Ford, and Lowrances Mills, to Bunker Hill.

From Borea to Oak Hill.

From Blairsville, Ga., by Mount Elia, Brasstown, Fort Hembree, N. C., and Tusquittee, to Acquone.

From Brinkleyville to Arcola.

From Brier Creek, by Hay Meadow, and Mulbery, to Laurel Springs.

From Brookville, by Wilton, Tranquility, Fish Dam, West Point, Prattsburg, and Trace's Store, to Chapel Hill.

From Burgaw Depot, by Long Creek, Beatty's Bridge, and Black River Chapel, to Harrell's Store.

From Burnsville, by Day Book, to Longmires, Tenn.

From Burgaw, or some other point on Rail Road, to Bennerman's, in New Hanover County.

From Burnsville, by Jack's Creek, Red Hill, Big Rock Creek, and Limestone Cave, to Elizabethtown, Tenn.

From Carthage, by Pekin, to Centre, in Stanley County.

From Cashier's Valley, to Clayton, in Georgia.

From Cathey's Creek, by Cherryfield, Hogback Valley, and Georgetown, to Casher's Valley.

From Cedar Creek to Ivy, by White Rock, and Big Laurel.

From Charlotte, by Alexandria, Davidson College, Mount Mourne, and Fallstown, to Statesville.

From Charlotte, by Steele Creek, South Point, Stowesville, Erasmus, Catawba Creek, Dallas, and Nail Factory, to Lincolnton.

From Charlotte, by Tuckasaga and Woodlawn, to Lincolnton.

From Charlotte, by Pineville, Pleasant Valley, Belair, and Cureton's Store, Lancaster C. H., S. C., Pleasant Hill, Hanging Rock, and Flat Rock, to Camden.

From Charlotte, to Monroe C. H., by Sharon, Hemphill's Store, Providence, Wolfsville, and Winchester, to Monroe C. H.

From Charlotte, by Martindale, Hopewell, Cowan's Ford, Adam's Store, Forney's, and Cottage Home, to Beattie's Ford.

From Cheraw, S. C., by Stewartstown, N. C., Rockingham, Dockery's Store, Covington, Powellton, Pekin, and McRae's Mill, to Troy.

From Clear Creek to Albemarle, by Rowlandsville.

From Clinton, by Pine Grove, Monk's Store, Newton's Grove and Draughan's Store, to McNeil's Ferry.

From Clinton, by Gibb's Cross Roads, Holly's Store, and Beman's Cross Roads, to McNeil's Ferry.

From Concord, by Kirkland, Welch's Mills, Morrison's Tan Yard, Clear Creek, Coburn's Store, Fullwood's Store, Oakville, Monroe C. H., Walkersville, and Jacksonham, S. C., to Lancaster C. H., S. C.

From Concord, by Oak Lawn, Park Store, and Davidson College, to Coddle Creek.

From Concord, to Coddle Creek, by Mill Hill.

From Concord to Bost's Mills, by Mount Pleasant.

From Columbia to Gum Neck.

From Columbia to Fort Landing.

From Creed's Bridge to Knott's Island.

From Currituck C. H., by Coinjock, and Poplar Branch, to Powell's Point.

From Cypress Grove Post Office, on the Wilmington and Raleigh Railroad, *via* Long Creek, Beatty's Bridge, and Black River Chapel, to Harrell's Store, in New Hanover county.

From Dobson to Mount Airy.

From Durham's Creek, by South Creek, to Bay River.

From Enfield, by Heathsville, Bunkleysville, Ringwood, and Sycamore Alley, to Enfield.

From Enfield, by Scotland Neck, Palmyra, and Hamilton, Williamston, and Gardner's Bridge, to Plymouth.

From Edenton, by Ballard's Bridge, Mintonsville, Sanbury, Gatesville, Buckland, Somerton, Holy Neck, and Factory Hill, to South Quay.

From Edenton, by Hertford, Woodville, Elizabeth City,—New Lebanon, South Mills, Lake Drummond, and Deep Creek, to Norfolk.

From Elizabeth, by Newbigon Creek, back to Elizabeth City.

From Elizabeth City, to Norfolk, *via* Camden, Shiloah, Indiantown, Cowell's Bridge, Currituck C. H., Greentown, Tull's Creek, North-western Bridge, Hickory Ground, and Great Bridge.

From Elizabethtown, by Big Swamp, Fair Bluff, Cerro-Gordo, White Marsh, Whitesville, and Western Prong, to Elizabethtown.

From Everettsville, by Whitefield's Mills, Sleepy Creek, and Jericho, to Strabane.

From Fairfield, by Middletown, Lake Landing, and Lake Comfort, to Swan Quarter.

From Fayetteville, by Silver Run, Manchester, Johnsonville, Crain's Creek, Carthage, Caledonia, Buman's Hill, Stone Lick, White House, Hill's Store, Salem Church, and Healing Springs, and Silver Hill, to Lexington.

From Fayetteville to Salem.

From Fayetteville, to Elizabethtown, by Terrebin, the Blockers, Desered and White Oak.

From Fayetteville, by Little Rock Fish, St. Paul's, Lumberton, Leesville, to Fair Bluff.

From Fayetteville, by Dundarrach, Randallsville, Mortpelier, Laurel Hill, Springfield, and Brightsville, S. C., to Cheraw, S. C.

From Fayetteville, by Owensville, Clinton and Springfield, to Warsaw.

From Fayetteville to Kingsbury.

From Fayetteville, on the East side of Cape Fear River, *via* Blockus, to Elizabethtown, Bladen county.

From Fayetteville, by Gray's Creek, Prospect Hall, Lyon's Landing, Elizabethtown, White's Creek, West Brooke, to Robinson's.

From Fayetteville, by Blen's Bridge, McDonald's Mills, Bastuck Mills, Rock Grove, Covington, Powelton, Pekin, Little's Mills, Pine Hill, Duma's Store, in Richmond, Swift Island, Charles creek, Mount Gilead, McCoe's Mills, Troy, Montgomery C. H., Milledgeville, Macedonia, Clark's Mills, New Gilead, and Salem Grove, to Argyle.

From Fayetteville, by Salem Grove, New Gilead, Clark' Mills, Macedonia, and Troy, to Swift Island.

From Fayetteville, by Kyle's Landing, Hill's Ferry, McNeil's Ferry, Kingsburg, and Elevation, to Smithfield.

From Forestville, by New Light, Brookville, and Tab's creek, to Oxford.

From Forestville to Rollesville.

From Franklin to Chilhowee, by Cowe, Dehart's creek, and Alarka.

From Franklin, by Acquone, Valleytown, Tomotta, Murphy C. H., and Ivy Log, Ga., to Blairsville, Ga.

From Franklin Depot, by South Quay, Winton, and Edenton, to Plymouth.

From Franklin, to Clarksville, Ga., *via* Tennessee River, Clayton, and Tiger.

From Franklinton, by Harris' Cross Roads, to Hall's Cross Roads.

From Franklinton, by Wilton, Brookville, Tallyho, Dial's Creek, Red Mountain, and Caldwell, to Hillsboro.

From Franklinville to Troy's Store.

From Gap Civil, by A. B. McMillans, Flint Hill, Laurel Spring, and Peakland, to Ashe C. H.

From Garner's Ford, by Pierceville, to Shelby.

From Gilchrist's Bridge to Blue's Bridge, Richmond county.

From Gourd Vine, by Morgan's Mills, and Love's Level, to Clear creek, Cabarrus county.

From Graves, by Mayfield, Oregon, and Dan River, to Leaksville.

From Grassy creek, by Childsville, Yellow Mountain, Cranberry Forge, Roan Mountain, Tenn., and Dog River Cove, to Elizabethtown, Tenn.

From Gravelly Hill, by Beatty's Bridge, and Colly Swamp, to Caine Tuck.

From Greensboro, to Madison, by Hillsdale, and Pleasantville.

From Greensborough, by New Garden, Friendship, Jamestown, Kernersville, Limestone Well, Rich Fork, Salem, Midway, Martin and Lexington, to Salisbury.

From Greensborough, by Fentriss, Centre, and New Salem, to Ashborough.

From Greensborough, by Jamestown, Pennfield, Brummel's, and Rich Fork, to Lexington.

From Greensborough, by Gilmer's Store, Shaw's Mills, Brick church, Holt's Store, Hartshorn, Rock creek, Snow camp, Sandy Grove, Mudlick, Cane creek, Hadley's Mills, and Rock Rest, to Pittsborough.

From Greensborough, by Monticello, Thomsonville, Lenox Castle, Shade's Locust Hill, and Yanceyville, to Milton.

From Greensborough, by Hillsdale, Monroeton, Troublesome, Reidsville, Rawlingsburg, and Graves, to Danville.

From Greenville, by Hookerstown, and Snow Hill, to Goldsborough.

From Greenville, to Hamilton, by Ward's Store.

From Greenville to Hookerstown, by Coxville, Johnson's Mills, and Ridge Spring.

From Greenville, by Jone's Gap, and Davidson's River, to Werdersonville.

From Hamptonville, by Lovelace, to Wilkesboro'.

From Hamptonville, by Zion, New Hope, Mount Pizgah, Liberty Hill, to Statesville.

From Haywood, by Trade's Hill, Hackney's Cross Roads, and Grove, to Green Level.

From Haywood, by Martha's Vinyard, Chalk Level, Northington, and Summerville, to McNeil's Ferry.

From Head of Bay River, to James Potter's on Goose creek Island.

From Henderson to Williamsborough.

From Henderson, by Oxford, Berea, Roxborough, Leasburg, Moore's Store, Milton, Laurel Grove, and Ringgold, Va., to Danville, Va.

From Hillsborough, by Hawfield, Mount Willing, Meadow-creek, and McDaniel's to Rock creek.

From Hillsborough to Seaburg, in Caswell county.

From Hillsborough, by Cedar Grove, Walnut Creek, Prospect Hill, and Gordonton, to Leasburg.

From Hillsborough by Walnut Grove, and Van Hook's Store, to Roxborough.

From Hillsdale, by Summerfield, Oak Ridge, to Berlin.

From Hookertown, via Johnston's Mills, and Coxville, to Greenville.

From Huntsville, by Red Plain's East Bend, Forbush, Republic, Doweltown, and Mount Nebo, to Rockford.

From Ivy, by Gabriel's Creek, Bull Creek, Walnut Creek, and Brush Creek, to Warm Springs.

From Ivy, by Clay, Flagg Pond, and Indian Creek, to Longmire's, Tenn.

From Jamestown, by Westminster, and Deep River, to Abbott's Creek.

From Jamestown, by Hunt's Store, Normal College, Thomasville, Fair Grove, La Grange, New Market, New Salem, Sandy Creek, Troy's Store, Long's Mills, Patterson's Store, Snow Camp, Clover Orchard, Lindley's Store, Clover Garden, Bethmont, and Rock Spring, to Hillsboro.

From Jefferson, by North Fork, Taylorsville, Te., Pandora, Dugger's Ferry, Elizabethtown, Happy Valley, Blue Plum, to Jonesboro, Ten.

From Jefferson to Gap Creek.

From Jefferson to Richard Gentry's, on New River.

From Jefferson, by Hilton and Manly, to Big Meadow.

From Jonesville, to Judesville, by State Roads.

From Johnsonville, by Harrington, Long Street, Rollins' Store, Bryan's Store, and Packet, to Johnsonville.

From Keyesville, by Wilnesburg, Christianville, Red Oak Grove, Oakley, Clarksville, White House, Black Walnut, Onegee, Hyco, Cunningham, and Milton, to Yanceyville.

From Kinston, by Sandy Foundation, Pink Hill, and Buena Vista, to Hallsville.

From Kinston to Trenton, in Jones county.

From Laurel Hill to Rockingham.

From Laurel Hill, by Stewartsville, to Gilopolis.

From Leesville, by Marysville, Gaddysville, Sugar Hill, S. C., and Temperance Hill, to Marion C. H.

From Lenoir C. H., by Lovelady, Catawba View, and Wittenberg, to Taylorsville.

From Lenoir C. H. by Deal's Mills, & Little River, to Taylorsville.

From Lexington, by Fair Grove, Eden, Hoover's Hill, and Sawyersville, to Ashboro'.

From Lexington, by Walser's Mills, Fulton, Mocksville, County Line, and Oak Forest to Statesville.

From Lincolnton, by Nail Factory, Dallas, Catawba Creek, Crowder's Cre'k, Bethel, S. C. and New Centre, to Yorkville, S. C.

From Lincolnton, by Seigle's Store, Jacob's Fork, and Mullgrove, to Morganton.

From Lincolnton, by Killiam's Mills, Early Grove, Newton C. H., Flint Rock, and Fisher's, to Catawba View.

From Littleton, by Grove Hill, and Arcola, to Ransom's Bridge.

From Little Rock Fish, by Lumber Bridge, to Philadelphus.

From Lumberton, by Philadelphus, Gilopolis, Stewartsville, Cowper Hill, Queensdale, Alfordsville, and Clay Valley, to Lumberton.

From Lumberton, by Smith's Bridge, and Howellsville, to Prospect Hall.

From Madison, by Wm. Ward's, Martin's Lime Kiln, Danbury, Piedmont Springs, and the Cascade, to Wytheville, Va.

From Madison, by Ayresville, Crooked Creek, Peter's Creek, Colesville, Francisco, and Big Creek to Mount Airy.

From Marion, by Black Mountain, Stone Mountain, and Edneyville, to Hendersonville.

From Marion to Rutherfordton, by Sugar Hill and Cedar Creek.

From Middleton to Cape Hatteras.

From Mason Hall, by Pleasant Grove, Big Falls, Faucett's Store, Mooresville, and Hudson's, Anderson's Store, and High Towers, to Leasburg.

From Monroe C. H., by Winchester, to Wolfsville.

From Morganton, by Perkinsville, Collettsville, Globe, Valle Crucis, Sugar Grove, Boone and Moretz Mill, and Elk Cross Roads, to Jefferson.

From Morganton, by Linville River, North Cove, Grassy Cove, Bakersville and Ledger, Bald Creek, Ivy, Democrat, Stockville, and Reem's Creek, to Asheville.

From Morganton, by Bridgewater, Marion, Old Fort, and Swannanoa, to Asheville.

From Morganton, by Brindletown, Mountain Home, Minersville and Cuba to Rutherfordton.

From Mosely Hall, via Jerico, to Strabane.

From Mount Airy, by Hay Stack, Scull Camp, and Judesville, to Gap Civil.

From Mouth of Wilson, Va., by Potato Creek, Gap Civil, N. C., and Elk Spur, to Trap Hill.

From Murphy to Elijay, via Nottla, Hot House, Edom, and Santa Luca.

From Murfreesboro', by Potecasi, St. John, and Roxable, [Britton's Cross Roads,] to Scotland Neck.

From Murfreesboro' to Boylston Depot.

From Nashville to Peach Tree Grove.

From Newbern, by Cravensville and Smyrna, to Beaufort.

From Newbern, by Kinston and Moseley Hall, to Goldsboro'.

From Nahunta, by Lowell, Bulah, St. Charles and Creachville, to Eagle Rock.

From Oxford, by Waterloo, Gregory's Mills, Sassafras Fork, Brownsville and Young's Cross Roads, to Clarkesville.

From Onslow C. H., by Piney Green, to Swansborough.

State of North Carolina,

BURKE COUNTY.

Court of Pleas and Quarter Sessions, Winter Term, 1855.

Mary Garrison,

vs.

Henry Garrison, and the other heirs at law of James Garrison, dec'd.

Petition for Dower.

It appearing to the satisfaction of the Court that Samuel Garrison, William R. Garrison, and R. H. Garrison, heirs at law of James Garrison, dec'd, and defendants in this case, reside without the limits of this State; it is, on motion of plaintiff's Attorney, ordered by the Court that they do appear at the next Court of Pleas and Quarter Sessions to be opened and held in and for the County of Burke at the Court House in Morganton on the 8th Monday after the 4th Monday in March, 1855, and then and there plead, answer or demur to plaintiff's petition, or the same will be taken pro confesso against them.

Witness, WILLIAM S. SUDDERTH, Clerk of said Court, at Office, on the 8th Monday after the 4th Monday in December, 1854.

WM. S. SUDDERTH, *Clk.*

April 12.—t6 Printer's fee $6.

State of North Carolina,

BURKE COUNTY.

Court of Pleas and Quarter Sessions, February Term, 1855.

Joseph Brittain, Adm. of Jas. Garrison, dec'd,

vs.

Henry Garrison, and others.

Petition for Sale of Lands.

It appearing to the satisfaction of the Court that Samuel Garrison, William R. Garrison, and R. H. Garrison, heirs at law of James Garrison, dec'd, and defendants in this case, reside from and without the limits of this State; on motion of Plaintiff's Attorney, it is therefore ordered by the Court that the said Samuel Garrison, W. R. Garrison, and R. H. Garrison appear at the next Court of Pleas & Quarter Sessions to be opened and held in and for the County of Burke at the Court House in Morganton on the 8th Monday after the 4th Monday in March, 1855, and then and there plead, answer or demur to plaintiff's petition, or the same will be taken pro confesso, and the prayer of the petition granted.

Witness, WM. S. SUDDERTH, Clerk of said Court, at Office in Morganton, on the 8th Monday after the 4th Monday in December, 1854.

WM. S. SUDDERTH, *C. C. C.*

April 12—6t Printer's fee $6.

MURDER!!!

$250 REWARD!

ON the night of the tenth of March, 1855, David Anderson went to the house of Hugh Henry about 6 miles west of Dandridge in Jefferson county, Tennessee, armed with a Rifle gun, with which he gave said Henry one mortal blow on the head, breaking his skull bone, and with which stroke the said Henry died on the 14th of said month. Said Anderson is about 5 feet 8 or 9 inches high, heavy built, fair hair, of a ruddy complexion, drinks liquor, noisy and quick spoken. The sum of Two Hundred and Fifty Dollars will be given for his apprehension and delivery to the undersigned, or for his apprehension any where in Jail so that the undersigned can have him regularly committed.

BENJAMIN HENRY.

☞ Knoxville Whig, Asheville News, and Presbyterian, Greenville, please copy till forbid.

March 1, 1855—tf.

Sugar, Coffee,

Rice, syrup, molasses, copperas, and every thing in the grocery department. A very superior article of Brown Sugar, in 100 pound casks, for family use. J. M. BLAIR.

Asheville, Jan. 11, 1855. tf

For the Ladies, Especially

WE have silks, satins, ginghams, alpaceas, prints, plaids of every hue and color, muslins, mourning muslins, lawns of every color, barages, delains, silk tissues, veils, black, brown, green and blue love veils; shawls, a large and elegant assortment; worsted goods of every kind, worked collars, embroidered under sleeves, chemizetts; white and black laces, edgings, lace fringe, dress trimmings, linens, jackonnets, Victoria lawns. Bonnets—Belgrade, Lace, Straw and Bloomers. Flowers, wreaths, gloves, perfumery, &c. &c.

SMITH & McDOWELL.

CLOTHS, cassimeres, fancy and black doe skins, kerseys, tweeds; and every article of goods for gentlemen's wear, just received.

SMITH & McDOWELL.

April 6.

Attention!

ALL persons indebted to the subscriber, either by note or book account, prior to the 1st of January, 1854, are requested to come forward and settle, without further delay.

WM. L. HILLIARD.

Asheville, Dec. 21, 1854.

G. W. WHITSON,

SURGEON DENTIST,

ASHEVILLE, N. C.

Leather! Leather! Leather!!

A good supply of hemlock and oak tanned sole Leather, upper Leather, calf skins, shoe pegs, shoe thread, &c., for sale as low as any one in this country can offer, by

SMITH, BAIRD & VAN E.

Dec. 21, 1854.

ALL persons indebted to me are notified that immediate settlement will save cost.

H. F. WOLSTENHOLME.

January 25, 1855. 6w.